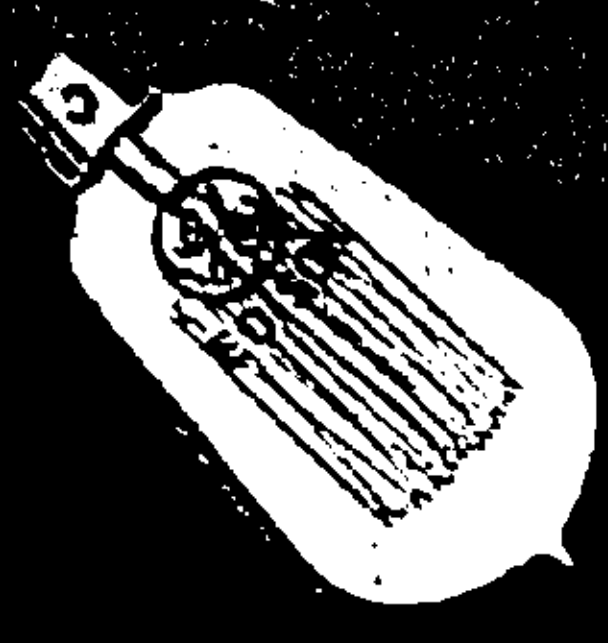


EDISON LAMPS



FROM ELECTRICAL DEALERS

The Hongkong Telegraph.



WEDNESDAY, SEPTEMBER 21, 1921. 日廿月八

AFFAIRS IN RUSSIA.

American Philanthropy.

(Reuter's Service.)

Riga, September 20.

The first trains bringing children from Samara and from Saratov have arrived at Gomel, White Russia. According to a Moscow wireless message, three steamers are ready to leave Petrograd for Europe with cargoes of asbestos and timber. The Soviet Press states that Mr. Gilman, representative of the United States Tailors' Union, has arrived at Moscow with half a million dollars collected in America for starving Russia.

Locusts Aggravate the Scarcity.

Riga, September 20.

The Russian famine is aggravated by immense clouds of locusts in the Orenburg district, which are rapidly moving and devouring vegetables. The children's homes at Orenburg are overcrowded with waifs abandoned by despairing parents, while 17,000 inhabitants of Samara have evacuated that place for a more fertile district. Disaster overtook a steamer bound for Archangel, the entire cargo of grain being lost in the Kara Sea. The only bright spot is the arrival at Petrograd of the first German relief steamer with a cargo of medical supplies.

Pope Subscribes 1,000,000 Lire for Russia.

Geneva, September 20.

The Pope has subscribed 1,000,000 lire to the International Red Cross organisation for famine relief in Russia.

AMENDMENT TO LEAGUE COVENANT.

Economic Weapon Against Transgressing States.

Geneva, September 20.

Commission III. of the Assembly of the League of Nations, dealing with legal organisation, has decided to adopt and submit to the Assembly an amendment to Art. XVI of the Covenant, providing for the use of the economic weapon against Covenant-breaking States, the purpose of the amendment being to create an international blockade.

The Commission decided to adopt a proposal submitted by M. Poullet (Belgium) in the form of an amendment to the Covenant that if it appears desirable to certain States to defer totally or partially the application of the economic sanctions provided by Art. XVI, that should be done only in the interests of the integral application of the sanctions or to minimise disadvantages occasioned by these measures in certain States.

The Commission, however, decided to submit M. Poullet's resolution to a drafting committee composed of M. Poullet, M. Schanzer, M. Reynald, Mr. Fisher, and Lord Robert Cecil. Mr. Fisher, opining that the constitution of a commission to consider laws relating to naval blockades is at present inopportune, the Commission resolved to eliminate the passage relating thereto from the report.

SETTLEMENT OF THE VILNA PROBLEM.

Polo-Lithuanian Understanding.

Geneva, September 20.

M. Hymans' painstaking efforts to solve the very thorny problem of Vilna were rewarded when the Council of the League of Nations, presided over by Dr. Wellington Koo, unanimously approved the revised settlement of the Polo-Lithuanian dispute, which will now be submitted to the Assembly. The settlement provides for the creation of an autonomous canton at Vilna, where the Polish element is strongest, within the Lithuanian State, also a Polo-Lithuanian defensive military agreement. When the Polish and Lithuanian Governments have ratified the settlement, it will be submitted for the approval of the representatives of the population of Vilna.

THE WASHINGTON CONFERENCE.

A Negative Message.

London, September 20.

Reuter learns that nothing is known in London of any invitations being issued to British delegates for the Washington conference, and nothing has been arranged. The latest Note from Washington has not advanced matters, as no particulars are furnished regarding the bases or nature of the discussions. No action has been taken thereon, nor is any considered probable.

QUEENSLAND COLLIERY DISASTER.

Unrecognisable Bodies Recovered.

Brisbane, September 20.

Hope has been abandoned of rescuing the entombed miners at Mount Mulligan colliery. Rescue work was hampered by bad gases. Hitherto twelve unrecognisable bodies have been recovered.

DISMANTLING OF CHINESE COMPOUND

IN FRANCE.

Repatriation of Time-Expired Labourers.

Chalons, September 20.

The Chinese cantonment at Pont Jeane Rose is soon to be broken up, all foreign workers to be disbanded and repatriated, their contracts having expired.

SOVIET'S BREACHES OF TREATY.

Strong British Protest Against Intrigue in Asia.

(Reuter's Service.)

London, September 20.

Whilst since the conclusion of the Anglo-Russian trade agreement the British Government has loyally kept its pledge to abstain from offensive action against the Russian Soviet Government, the latter immediately after the signature of the treaty began an intensified campaign of falsehood and hostility to Britain throughout Central Asia and Afghanistan. The British Government possesses convincing proofs of such campaign, and are resolved not to tolerate it further, and have consequently despatched to Moscow a strong note drawing attention to the serious breaches of faith and demanding an explanation.

Later.

Britain's Note to Russia is packed with specific instances of the Soviet's violation of the trade agreement in India, Persia, Turkestan, Angora, and Afghanistan with the avowed object of creating dissension in British colonies and in India, and directs attention to the continued activity at Tashkent. There is a propaganda school which is still "training" and supplying money to Indians.

The Note dwells especially on the Russo-Afghan treaty, which a Soviet official declared was an instrument to guarantee friendly relations with a State whose territory was an important channel whereby the Communist International maintains direct contact with India. The note attaches significance to the fact that the treaty involves Russia in the payment of a large subsidy to Afghanistan for the establishment of the so-called Consuls' Districts, where no economic reasons justify opening Consulates.

REPATRIATION STEAMER PROCEEDS.

Refugees' Misunderstanding.

Paris, September 20.

A message from Ajaccio states that the steamer Burgmeister von Melle mentioned on the 15th inst. has sailed for Constantinople. The French foreign Minister states that the idea that the vessel was sailing to Odessa was due to a misunderstanding. The French Government will never force Russian refugees to return to the Soviet country.

[The previous message said:—The steamer Burgmeister Melle, repatriating to Odessa several hundreds of Russian refugees whom Brazil declined as immigrants, has been held up at Ajaccio Harbour, the crew refusing to sail until the steamer has been thoroughly searched for arms. A military guard is to be placed aboard, the sailors fearing the refugees, who, terrified at the prospect of returning to Russia, may seize arms.]

MILITARY SERVICE IN HOLLAND.

Protest Against Imprisonment of Objector.

The Hague, September 20.

On the occasion of the opening of Parliament demonstrations occurred with the object of securing the release of a man named Groenendaal, imprisoned for refusing military service. The police arrested several persons who were attempting to approach the royal carriage. Anti-militarist shouts were raised in the Parliament Hall, momentarily drowning the reading of the speech from the Throne. Order was eventually restored.

HOLLAND'S BUDGET.

Measures for Meeting Deficit.

The Hague, September 20.

The Budget for 1922 estimates a deficit of forty-eight millions, which the Government proposes to meet by temporarily abolishing the amortization services in respect of certain loans, and by modifications of the property and stamp taxes. The Government has decided to club legislation involving additional expenditure and to introduce economy into public administration.

THE UPPER SILESIAN PROBLEM.

Settlement Expected Next Month.

Geneva, September 20.

A personality in close touch with the League of Nations states that enquiries and debates respecting the Upper Silesian problem are being pushed forward actively. A satisfactory settlement is expected towards the middle of October.—Havas.

FRENCH TEXTILE DISPUTE.

Premier's Efforts.

Paris, September 20.

The manufacturer's and workmen delegations had each a private interview with the French Premier, who has taken in hand personally the settlement of the textile industry conflict, the solution of which appears to be nearer.—Havas.

AMERICAN SHOT DEAD BY MEXICANS.

Washington, September 20.

The American Consul at Tampico reports that Carl Tabb, an American employee of the Mexican Petroleum Company, was shot dead by Mexicans.

(Other Telegrams on Page 3.)

LAWN BOWLS.

Shanghai Team Defeats Police.

There was quite an exciting finish to the Lawn Bowls match played yesterday on the green of the Police Recreation Club. The Police team had been leading practically all through the match, the score after the 13th head being as divergent as 13 points to 6. It was then that the Shanghai men took matters in hand and they gave the Police no chance of scoring further, adding five singles, a three, and two singles, thus winning the match in splendid manner by 16 points to 15. It was one of the best games seen during the series, the score always being low and the heads well bunched. Shanghai began badly, although they scored a three at the first head, whilst the Police four (especially the skip) were playing fairly good bowls. The manner in which Shanghai came up in the last eight heads and succeeded in gaining the decisive point in the last head of all earned for them appreciative remarks from opponents and spectators alike.

As a working combination the Police team was superior to Shanghai. Their bowling throughout was sound and consistent, and but for Clark failing to save at the 20th head they would have won. At this head Shanghai lay three, and Clark with both woods imitated Ferguson's poor attempt at saving from Shanghai when the latter lay six in the eighth head of the Interport match. Marks and Tweedlie, for Shanghai, both played indifferently. It was the faultless and at times brilliant bowling of Shaw and McAlister—especially the latter—that gave Shanghai the victory. Rain, earlier in the day, made the green somewhat heavy and Shanghai at the start had difficulty in finding their "lengths."

The teams were:—

Shanghai. Police R.C.

1. J. R. Tweedlie. Knight.

2. S. Marks. Cooper.

3. D. McAlister. Robertson.

Skip, J. Shaw. Clark.

Scores:—

Head Shanghai. Police R.C.

No. 3. Total. Score. Total.

1. 3. 3. 2.

2. 3. 3. 1.

3. 3. 3. 3.

4. 3. 3. 6.

5. 2. 5. 2.

6. 5. 5. 1.

7. 5. 5. 10.

8. 5. 5. 40.

9. 5. 5. 11.

10. 5. 5. 13.

11. 5. 5. 14.

12. 5. 5. 15.

13. 5. 5. 15.

14. 5. 5. 15.

15. 5. 5. 15.

16. 5. 5. 15.

17. 5. 5. 15.

18. 5. 5. 15.

19. 5. 5. 15.

20. 5. 5. 15.

21. 5. 5. 15.

At the close of the game, Insp. Gerard addressed the visitors, saying those present had probably witnessed the best and most closely contested game of the series. He would reserve the presentation of Club souvenirs to the Shanghai players until the occasion of the Interport dinner, but as Mr. Marks was leaving on the morrow for Shanghai he had great pleasure in handing him a small token to commemorate a very pleasant afternoon.

Mr. Shaw, for Shanghai, suitably responded. He said that half-way through the game he was prepared for a "walloping" and was surprised but nevertheless gratified at winning.

This afternoon the visitors are playing the Craigengower Club, when the local team will be Messrs. W. Bradbury (skip), R. Bass, T. Pitt, and U. Omar. The members of the Craigengower Club will be entertaining the Shanghai visitors to dinner tomorrow evening, following which there will be a cinematograph display and dancing.

RELIEF OF FLOOD VICTIMS.

At a recent meeting the Cabinet approved the proposal of the Minister of the Interior, that \$10,000 should be appropriated for the relief of flood victims in Hong Kong, Amoy, and similar sum for Chihien, Haden.

EX-ENEMY PRISONERS.

Draft Arrives On U.S.A. Transport.

The United States Army transport Crook arrived at Hongkong this morning from Vladivostok with a draft of ex-prisoners-of-war who are being repatriated by their respective governments. The Crook will take on supplies of coal and water here and will sail on Friday morning for Trieste and Hamburg. There are on board 444 subjects of Austria, Germany, Roumania, Turkey and Czechoslovakia besides the officials in charge of them. The heads of missions sent to Siberia to look after the welfare of the nationals of the countries concerned have been in the North some time and now are returning home, their work being about completed.

Although there are many prisoners still in Russia and Western Siberia, this is the last batch of Austrian prisoners. Dr. H. E. Fritsch, who is the delegate of the Austrian Red Cross in Siberia, is on board the Crook, having finished the work in East Siberia and closed the post of the mission at Vladivostok. Dr. Fritsch has been at Vladivostok for eighteen months and during that time has sent home 6,000 prisoners of his own nationality. It will be impossible to remove the many former prisoners-of-war from Western Siberia for some time, he said, due to the fact that the Soviet Government had been a great help in keeping the industries of the interior moving. In four years from the beginning of the war 400,000 prisoners died in Russia and Siberia of typhus and other diseases brought on by lack of food and clothing. This vast number, he told a reporter, represents 35 per cent. of the whole. The Austrian Red Cross Mission established stations throughout Siberia for relief work, in which the Y.M.C.A. and the American Red Cross rendered invaluable aid.

Colonel Dajne, of the Czechoslovak Mission, accompanied by his wife is returning to his country from Omsk, where they were stationed. Representing the United States Army on board the Crook are Capt. Otis Baker, of the Quartermasters Corps and Dr. I. A. Felsman and Mrs. Felsman.

The status of the steamer Crook is not clearly defined, a reporter learned on board this morning, and the vessel's position can best be described as being an army transport under the management of a private company—the Seven Seas Steamship Company of New York. The purchase of the ship by tender from the Army authorities is an involved affair, it appears, owing to the vessel not being up to specification when representatives of the American corporation arrived at Manila some weeks ago to take over the ownership of the Crook. When an inspection of the ship was made by the provisional buyers it was found that she had been stripped by the Army Quartermaster's Department and much refitting would have to be done before she could proceed to sea. Cables were exchanged with the Secretary of War at Washington, D.C., with the result that the Crook was furnished with her former accessories in readiness to make the trip to Vladivostok to transport her load of prisoners. Crew trouble further delayed the vessel until eventually all was settled and the vessel proceeded on her way to the Eastern Siberian port and then on down to Hongkong, via Shanghai. She is commanded by Capt. A. Yrasabel, of the U. S. A. Transport Service. From here she will go to Trieste and Hamburg, disembark her passengers and go on to New York. She carries a cargo of 1,398 tons of copra.

The title of the ship still remains with the U. S. Government and she will be delivered to the Seven Seas Steamship Company upon arrival at New York. Final payment for the ship will then be made by the company and she will take her new name—China Sea. The change of name and classification of the vessel by Lloyd's was under negotiation in Manila, but was held up by the American Government until it relinquishes its part interest in the ship. "The Crook" was built in 1912 and was formerly the Richmond Hill and later the Roumania under British registry. She has been owned by the American Government for about 18 years.

A BUSINESS VENTURE.

"Uncle" Provides Capital.

A business venture by two Chinese women, the capital for which was obtained by pawning a ring and a pair of bangles, was the subject of an action before Mr. Justice Wood in the Summary Court this morning.

It appears that plaintiff (represented by Mr. E. K. D'Almada) pawned some other jewellery for \$500 and with another woman bought a quantity of articles and went to Singapore with the intention of selling them there at a profit. One of the women went to Ipoh and the other to Taiping. Some of the goods were sold and the two returned to Hongkong, but instead of having made money there was a net loss of \$520.

Plaintiff alleged that defendant went with her to Malaya as a partner. She paid defendant's passage and railway fares, and defendant's share of the loss was \$260.

For defendant (represented by Mr. G. R. Haywood) it was contended that the trip to Singapore was a single venture on the part of plaintiff. Defendant paid her own expenses and was under no obligation to plaintiff.

Mr. Haywood said the issue was whether or not it was a partnership venture and his case was that there was no agreement. Evidence was called by both sides and documents relating to the venture were put in.

In giving judgment, His Lordship said the evidence given in the case was unsatisfactory and none of the witnesses struck him as being entirely frank. The fact that defendant took the papers as being an account of the venture showed that it was a partnership. He found as a fact that these papers were presented by defendant to plaintiff in July last and at the same time defendant returned a quantity of jewellery and accounts generally under the partnership. He would give judgment for plaintiff, with costs.

News in To-day's New Advertisements.

Warren & Co. have a general announcement re Wash Basins.—Page 2.

To-night there is no performance at the Kowloon Theatre.—Page 12.

Miss Mosolowa and Mr. Gordon will dance at the World Theatre to-night.—Page 4.

The Offices and Stations of the Chinese Maritime Customs will close for business on September 23 and October 10.—Page 4.

A Chief Officer and Chief Engineer are required for the new Motor Vessel Teck Lee.—Page 4.

Powell's have to hand a new stock of Footwear.—Page 7.

At the Hongkong Theatre to-night Mrs. Vernon Castle appears in "Stranded in Arcady"—Page 12.

To-Day's Exchange

The closing rate of the dollar on demand, to-day was 2s. 9½d.

The Weather.

2 p.m. Barometer.—29.87. Temperature.—83. Humidity.—59.

Lighting-Up Time.

Lighting-up time to-day, 6.22 p.m.

her new name—China Sea. The change of name and classification of the vessel by Lloyd's was under negotiation in Manila, but was held up by the American Government until it relinquishes its part interest in the ship. "The Crook" was built in 1912 and was formerly the Richmond Hill and later the Roumania under British registry. She has been owned by the American Government for about 18 years.

NOTICE

ARRIVED.

Victor
Records
for
August.

SOLE AGENTS

S. MOUTRIE
& CO. LTD.

JUST ARRIVED

A new consignment of
ALKIA & REUDEL BATH SALTRATESHighly recommended in cases of
RHEUMATISM, GOUT, LUMBAGO, SCIATICA &
SKIN AFFECTIONS.

COLONIAL DISPENSARY

Telephone 1877.

14 Queen's Road, Central.

DINNER SERVICES. TEA SETS

(FOR 12 PERSONS)

RUGS

CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 654. Complete House Furnishers. 53 Queen's Road, Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insects; Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

總代理 德粉 奶 牛 產 業 行
SHIU FUNG TAI & CO.

Sole Agents for Hongkong and South China.

47 and 49 Connaught Road Central, Hongkong.

Telephones No. 1239.



SOLE AGENT,

MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

EARLIER TELEGRAMS.

HOLLAND'S CRITICAL PERIOD.

Hague, Sept. 20.

At the opening of the new session at the States General the Queen in a speech from the Throne said that the consequences of the world war were still strongly evidenced by Holland suffering from the general confusion of economic relations. It was everyone's duty to work most zealously and energetically for the re-establishment of prosperity and to exercise the utmost thrift. The Treasury figures were disquieting. The increase in expenditure during the last few years had greatly exceeded the revenue, and despite the surprising increase of the latter, the revenue had reached its zenith and was now decreasing. Any considerable increase of taxation, which already weighed so heavily on the people, appeared out of the question. It would be necessary to organise public life on a more modest footing and economy was also necessary in the colonies. The international situation continued to demand serious attention but Holland's relations with other countries was satisfactory. The Queen referred appreciatively to the decision of the League of Nations to establish a permanent Court of International Justice at the Hague. She also announced the introduction of various Bills, including one for strengthening the Dutch navy in view of the necessity for defence of the Dutch Indies.

AMERICAN SHIPPING BOARD.

London, Sept. 20.

According to a message from Washington, developments in formulation by the United States of a definite shipping policy may be expected soon. It is trustworthily stated that Mr. Lasker, Chairman of the Shipping Board, intends to advise the adoption of a policy of discrimination by the United States against all vessels engaged in "indirect trade," for example, British vessels plying between Britain and America will be unaffected but a discriminatory duty of 10 per cent. will be imposed on cargoes carried by British vessels between America and non-British ports. The rule will be applied to all nations but will fall hardest upon the British, Scandinavian and Japan lines.

If President Harding approves of this policy he will use the powers conferred on him by the Merchant Marine Act of 1920 to notify the nations of his intention to abrogate treaties which do not permit of the application of this discriminatory rule.

JAPAN AND CHINA.

London, Sept. 20.

The *Morning Post* says that much satisfaction is felt in British circles at Japan's latest offer to China concerning Shantung though it is hoped Japan will go a little further in the way of concessions regarding such matters as railways. The proposals are considered as a further illustration of Japan's willingness to carry out the undertaking given to the British at the Paris Peace Conference to ultimately restore Shantung. The opinion is also authoritatively expressed that the British Government is willing to consider in a most practical and substantial manner any proposals for securing the independence and integrity of China.

STEAMBOAT COLLISION.

London, Sept. 20.

According to a Port Said message the steamer *Baron Elch* has a big hole in her starboard bow and several plates and frames have been damaged. The surveyors recommend the discharge of her cargo sufficient to ascertain the extent of the damage. The temporary repairs will probably occupy about a month. The *Muran Maru* has arrived at Port Said with some slight damage above the maindeck and the starboard hawsepipe broken. She is expected to sail on 19th September.

TRAFFIC IN WOMEN AND CHILDREN.

Geneva, Sept. 19.

The Committee of the League of Nations dealing with the subject of traffic in women and children has accepted a proposal in favour of adopting a draft revised convention with certain reservations regarding India, Japan and Siam, whose delegates stated that it was impossible for their countries to raise the age of consent of women from 15 years to 21.

OIL EXPORT.

Amsterdam, Sept. 20.

Sir Henri Deterding, interviewed, declared that the maintenance of the export tax in the Dutch East Indies must lead to a shrinkage in combines and activities there. He hoped the Netherlands Government would encourage rather than impede oil export.

COST OF LIVING.

London, Sept. 20.

While the cost of living in Britain dropped two per cent. in August, an increase of 4.3 per cent. occurred in the United States. The cost, however, is only 60 per cent. above pre-war compared with 120 per cent. in Britain.

GALVANISED SHEETS FOR EAST.

London, Sept. 20.

Nine thousand tons of galvanised sheets, valued at £200,000, which is the largest consignment in the past year, was cleared from Swansea for Singapore, Shanghai and other Chinese ports.

RUSSIAN FOOD TRAIN DERAILED.

Riga, Sept. 20.

Eyewitnesses state that the food train to Russia was derailed on Sept. 4, just outside the Latvian frontier. Twelve waggons of condensed milk, flour and meat were completely destroyed. It is suspected that the train was derailed so that it might be looted. The Committee of Commissars arrived next day and found only a few bags of flour and the rest mixed sand and useless.

AMERICAN TENNIS CHAMPIONSHIP.

Philadelphia, Sept. 20.

Tilden retained the American National Lawn Tennis Championship after meeting formidable foreign opponents. He finally defeated the American Johnston by 6-1, 6-3, 6-1.

ALLEGED POSSESSION
OF CONTRABAND.Defence In Cigarette
Case Opens.

A Chinese shopkeeper appeared on remand at the Magistracy yesterday on a summons for having dutiable cigarettes in his shop. At the previous hearing Mr. F. N. d'Almada, who appeared for defendant, submitted that he had no case to answer and commented that the prosecution had not formally produced the cigarettes seized by Revenue Officers in his client's shop. This point was again emphasized yesterday.

Mr. d'Almada:—I must again urge, before putting my witnesses in the box, that there is no case for me to answer.

The Magistrate: I see. Mr. d'Almada submitted that the prosecution had failed to prove that any of the cigarettes which were seized came from this shop. The prosecution had not brought forth one packet or one tin of either kind which is mentioned in the charge to prove that those were cigarettes found in the shop. Mr. d'Almada asked what proof was before the Court?

The Magistrate: Only the cigarettes.

Mr. d'Almada: Only a memo; no cigarettes.

The Magistrate: Yes, the cigarettes were there. They were produced to me.

Mr. d'Almada: The cigarettes were not identified.

The Magistrate: Well, that's alright. I have heard the point made.

Mr. d'Almada: The cigarettes were not produced, although they were in Court.

The Magistrate: Did you cross-examine on that point, Mr. d'Almada?

Mr. d'Almada: I did on the memo; not particularly on the cigarettes. I will ask your worship to note my objection and if your Worship overrules me, please make a note of it in case the matter goes further.

The Magistrate: I noted it last time. However, I will make a note "Mr. d'Almada's objection No. 1 overruled". I imagine you say they were not properly identified.

Mr. d'Almada: Not one cigarette was produced to the Court.

The Magistrate: "Produced" is ambiguous. That is why I want to get the substance of your objection.

Mr. d'Almada: Production is necessary in every case. If a man is charged with stealing socks, they must be produced in Court.

The Magistrate: If you seize cigarettes in a shop, you cannot prove them as you can socks.

Mr. d'Almada: These cigarettes were here: they could have been produced.

The Magistrate: I see. I seem to recollect that they were exhibited.

Mr. d'Almada: That was after the closing of the case for the prosecution.

The Magistrate: Oh, that's very serious.

Mr. d'Almada: I find that one of the witnesses, for whom a subpoena was issued, absconded and the premises are closed down.

The Magistrate: Oh dear! That looks bad doesn't it?

Mr. d'Almada then called the defendant who said he had been in business seven years and bought from B.A.T. agents.

Mr. d'Almada: Did you know, or not, that duty had or had not been paid?—I did not know.

The witness added that it was not usual for agents to furnish proof that duty had been paid.

The Magistrate: Evidently the witness has not studied the law.

The witness admitted that he had not read the Tobacco Ordinance.

The Magistrate: You have to prove that duty was paid. That is why you have to be sure of the man you buy from.

Mr. Taylor put it to the witness that his books were not in order and that he had to go a long way back in order to prove that cigarettes had paid duty. In other words, if his story was true, some of the stock must have been on the shelf for many weeks. If he was overstocked why did he go on buying?

The witness admitted that he bought from a firm the master of which had since absconded, but said that he only bought because they came to him in need of money.

Defendant's foki was called and the Magistrate asked him "Why did you go on buying when trade was bad and you were not selling many?" The witness replied that agents were bound to take a certain quantity every month from the B.A.T.

The Magistrate: That's a funny way of doing business. You have to go on buying, even if you can't sell.

An accountant of the Cheung Hing shop, agents for the B.A.T., said defendant got cigarettes from them. This witness first said that receipts given to the refeller in these transactions were stamped, but after further examination by the Magistrate he said the receipts were not stamped. Only the monthly settlement receipts were stamped.

The Magistrate: Then, when the shop was raided on August 27th, they should have had receipts for all B.A.T.'s purchases during the month?

The witness replied in the affirmative.

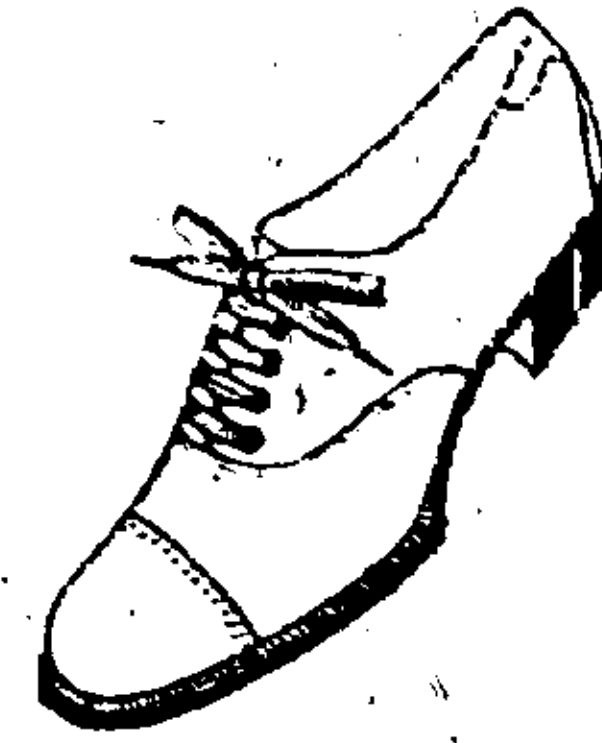
At this stage the case was adjourned until to-morrow, the Magistrate remarking that this witness must attend, again. He could evidently throw light on the matter.

NOTICE

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BOOTS AND SHOES.



THERE IS NOTHING QUITE SO DESPONDABLE AS OAKMORE BOOTS OR SHOES. FITTING EXACTLY. THEY YIELD THE FULLEST SUPPORT, AND THEY ARE SKILFULLY MADE TO GIVE COMFORT AND SERVICE. HARD WEAR DOES NOT ALTER THEIR SHAPE.

WE HAVE A VARIED STOCK IN BLACK AND BROWN BOOTS AND SHOES IN WILLOW CALFSKIN, GLACE KID, PIGSKIN AND CHROME CALF.

McAFEE'S BROGUE SHOES



THEY GIVE A PERFECT GRIP. IDEAL COMFORT IN WALKING. SPENDILY MADE IN EVERY DETAIL.



PHILLIPS MILITARY SOLES AND HEELS GIVE LIFE TO YOUR BOOTS AND LIFE TO YOUR BODY.

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Makers of "STAG BRAND SPECIAL HIGH SPEED STEEL", suitable for LATHE, PLANING & SLOTTING TOOLS, DRILLS, MILLING CUTTERS, etc., and for all purposes where a first class quality of steel is required.

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To avoid the troublesome practice of welding small pieces of High Class Speed Steel to Mill Bits, and to overcome the waste which must occur in mixing treated bars on the emery wheel, we supply short pieces of treated High Speed Steel in standard lengths, ground ready for use, suitable for tool holders.

The advantage of being able to buy correctly hardened

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Special High Speed Steel	Bars, 1 1/2 inches square	Also Hardened High Speed Steel	Bars, 1 1/2 inches square
BAR, 1 1/2 inches square	1	BAR, 1 1/2 inches square	1
BAR, 1 1/2 inches square	1	BAR, 1 1/2 inches square	1
BAR, 1 1/2 inches square	1	BAR, 1 1/2 inches square	1
BAR, 1 1/2 inches square	1	BAR, 1 1/2 inches square	1
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WANTED.—Chief Officer and Chief Engineer for the new Motor Ship "Teck Lee" about 340 tons register. The "Teck Lee" will trade between Siam, Straits, Java and China carrying rice outwards, and general cargo homewards. Chief engineer should have a good working knowledge of Diesel Motors, the guaranteed Engineer will sail for some time. Apply with copies of testimonials etc. to the Owners, Messrs. Berli & Company, Limited, Bangkok, Siam.

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TO LET.—3 Roomed Flats 41, Nathan Road, Tavi Building, 2nd Floor, Kowloon. Apply to J. P. Vasunia, 38, Wyndham Street, 1st Floor.

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HONGKONG JOCKEY CLUB.

Members wishing to subscribe for HORSE RAZZAR SEUS CRIPION GRIFFINS for the 1922 Official Meeting will find lists at the Hongkong Jockey Club Stables and at the Race Course.

H. BIRKETT,
Clerk of the Course.

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

Effective from the 5th September 1921 the name of the "Canadian Pacific Ocean Services, Limited" has been changed to "CANADIAN PACIFIC STEAMSHIPS, LIMITED."

P. A. COX,

General Agent,
Hongkong, 16th September, 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE is hereby given that the Share Register and Transfer Books of the Company will be closed from the 1st to the 31st October, 1921, both days inclusive. Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 11th October next.

By Order of the Board,
R. M. DYER,
Chief Manager,
Hongkong, 17th September, 1921.

NOTICE.

The Offices and Stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Wednesday, the 28th September (Confucius' Birthday), and on Monday, the 10th October (National Festival).

W. G. LAY,
Commissioner of Chinese Customs,
Kowloon and District,
Custom House,
Hongkong, 20th Sept., 1921.

THE COWIE HARBOUR COAL COMPANY LIMITED.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

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Agents,
The COWIE HARBOUR COAL CO. LTD.

QUEEN CAROLINE.

The Centenary Of A Hapless Consort.

A hundred years ago Queen Caroline, the Consort of George IV., breathed her last. "I am going to die," Mr. Brougham, she had said a day or two before, "but it does not signify." In the eyes of history the modest observation was perhaps true, and yet a few months earlier her personality had been the temporary pivot of British politics, and the question of her merits and rights had aroused passions which attained almost to a revolutionary temperature.

Caroline Amelia Elizabeth was born in 1758—the second daughter of the Duke of Brunswick, and through her mother, a sister of George III., a first cousin of her future husband. Her third brother was the Duke of Brunswick who was killed at Quatre Bras.

At the time of her marriage, in 1795, her father said "she had been severely brought up, and required it." Neither of the afflicted pair made a favourable impression upon the other at their first meeting. The Prince of Wales, after addressing to her a bare word or two, called for a glass of brandy. At dinner the same evening the Princess distinguished herself by "giddy manners and attempts at cleverness and coarse sarcasm." There were scandalous reports of the Prince's conduct upon his marriage night, and their separation dated practically from the next day, though it did not assume a formal shape until after the birth of their only child, the Princess Charlotte.

THE "DELICATE INVESTIGATION."

The Princess of Wales, after her husband's refusal of cohabitation with her lived first at Blackhead and afterwards at Kensington Palace and Connaught House. In 1806 a "Delicate Investigation" into her conduct was held, under the authority of the Privy Council, by Lord Granville, Lord Erskine, Earl Spencer, and Lord Ellenborough, the charges against her being held disproved, and King George III. and other members of the royal family paying her formal visits of respect at her residence. In 1814 she quitted England, and the next six years were spent in continental travel. Upon the accession of her husband in 1820 she returned to this country, and immediately became the centre of a violent controversy. The new King, who wished for a divorce, offered to forgo this on condition of her making no official appearance as his wife and of her name not appearing in the Liturgy. Rejecting these terms, she landed and made her way to London amid great popular ovations.

THE DIVORCE BILL.

A Bill of Pains and Penalties was then introduced in the House of Lords for the purpose of dissolving her marriage and annulling her rights as Queen Consort, and the hearing of evidence upon this measure in Committee was what was known as "Queen Caroline's Trial." Brougham and Denham were her counsel, and outside the walls of Parliament her cause was violently supported by the populace, who broke the windows of those holding an opposite opinion. A number of foreign witnesses were imported to give evidence of her behaviour while abroad, and needed close protection from the public disapproval. The majority for the Bill, which had been substantial on the second reading, fell to nine at the third, and Ministers withdrew it rather than face the prospect of its rejection in the House of Commons. London rejoiced with three nights' illumination, and the Queen visited St. Paul's in state on a mission of thanksgiving. Her counsel had urged the Peers, even if they believed her guilty, to bid her "Go and sin no more," and it was this which gave rise to the cynical verse:—

Gracious Queen, we three implore,
To go away and sin no more;
Or, if that effort be too great,
To go away, at any rate.

THE LAST SCENE.

Enthusiasm for the Queen, indeed, speedily cooled with the abandonment of the proceedings against her, but the quarrel went on. The Queen's name was kept out of the Liturgy, but the Church of Scotland could not be prevented from mentioning her in its prayers. On July 19, 1821, she attempted to force her way into Westminster Abbey, where the Coronation was being held, but was refused entrance by the military on guard and her demonstration was not supported

by the majority of the onlookers. A fortnight later she was seriously ill, and on August 7 she died at the age of fifty-three. One of her last wishes was that she should be buried at her home in Brunswick with the epitaph: "Caroline: The Injured Queen of England." The first part of the desire was fulfilled, but not the second.

Her best-known saying, was that she had committed adultery with only one man—"the husband of Mrs. Fitzherbert."

THE WELSH MURDER CASE.

Harold Jones Sent for Trial.

Harold Jones, the fifteen-year-old Aberllyrry shop boy, has been committed to Monmouth Assizes to take his trial for the murder of Florence Irene Little, aged eleven, daughter of a neighbouring miner. He heard the decision quite unmoved, and when asked if he wished to say anything in answer to the charge he sprang to his feet and said loudly and clearly "Not guilty." The Assizes take place in November.

The father and mother of the accused boy and the father of the dead girl were the first to give evidence. Philip Jones, the father, said that when he heard that "Lorrie Little was missing he and Harold went out in search of her. They returned from the search in about an hour, and soon afterwards went on a second which lasted until 3.20 next morning. Harold then went to bed. At 8.45 the police came and found the body. "I went out to Mitre Street," Mr. Jones proceeded, "and saw Harold. I said to him 'Sonny, they have found the body in our house.' Harold said, 'I never done it.' I said, 'It's you or me will have the blame. Come up and face it.' Harold went back with me." The witness added that the German claspknife was given him by his brother, who brought it from France.

Mr. Everett, Notwithstanding the serious consequences this may mean to a member of your family if it is proved, are you anxious to get to the bottom of matter?—Yes.

Witness added that he last used the knife a month ago to kill a chicken. In doing so he cut his finger. He put the knife in the kitchen table drawer, and had not seen it since.

Mrs. Jones said when she arrived home Harold was brushing his hair. He said he had had a wash, and wanted a clean shirt. She gave him one. Replying to Mr. Everett, Mrs. Jones said it was Harold's usual night for a bath, and she knew he was going to have one before she went out. His demeanour and conduct that night, and at breakfast next morning were quite as usual.

Mr. G. Rudd Thompson, the Monmouthshire County Analyst, gave the result of tests he had made and said that stains on prisoner's clothing were those of fresh human blood and were strictly comparable with stains on the child's clothing. The knife blade was heavily stained with human blood. There was no chicken blood on it. A bloodstain on the wall of the passage had been smeared with whitening.

Dr. Lloyd of Aberavenny, said he examined Harold Jones and found some slight scratches and abrasions on his arms. He said they were caused by falling off a bicycle two or three days before, in his (the doctor's) opinion they were less than twenty-four hours old. They might have been caused by getting through the manhole.

Replying to Mr. Everett witness said the child had not been violated.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window" said an American lady in the course of her remarks while in a tram-car the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central.

PROVINCIAL SELF-GOVERNMENT.

Peking's Latest.

A Peking report of the 7th inst. states: Information obtained from semi-official sources to-day indicates that the suggestion of the Lushan Conference will be allowed to die a natural death. A very definite and important step, however, is being taken by the Government toward the formulation of a unification programme to define the respective powers of the Central and provincial Governments and bring harmony out of the discord which at present characterises the relations between them.

As regards the Lushan conference, both the President and Premier Chin have received telegrams from General Chang Shao-tsung accepting full responsibility for the proposal attributed to General Wu Pei-fu, and avowing that it was based merely on his own personal views. Since the proposal was first made no expression of opinion regarding it has been forthcoming from the great military chiefs of the country. Dr. Sun Yat-sen has given wide publicity to his disapproval of the scheme, and it is understood that General Chang Tso-lin, General Tsao Kun and the majority of the other military leaders are tacitly opposed to it. Their view is said to be that the danger of aggravating the present situation would be greater than any hope of reconciling the conflicting parties who would be represented at the conference, and that for the present at least such a gathering would be futile or worse than futile.

Under the circumstances the Government feels that there is no occasion to give the proposed conference further consideration, and it intends to let the matter drop. It considers, however, that in view of the agitation in various quarters for provincial self-government, it is necessary to test the feeling of the country on this subject before any definite progress can be made towards unification. Telegrams were sent yesterday to Inspecting Commissioners Chang Tso-lin, Tsao Kun and Wu Pei-fu, asking opinions on the question of drawing a clear distinction between the powers and authority of the Central Government and those of the provincial administrations.

PEKING'S INQUIRY.

The message points out that the Government should administer national affairs on behalf of the people in accordance with the constitution of the Republic, and that in conducting business pertaining to the interests of the country the will of the people should be respected. In recent years, it continues, no progress has been made along the path of public interest owing to the fact that the country has been thrown into a state of internal strife, and consequently the cry for federal government and the drafting of provincial constitutions can be heard throughout the country.

This demand, the message remarks, is, of course, based on sound theory, but the power of the Administration is limited, as it cannot exceed its constitutional authority, and circumstances which do not lie within the control of the Administration will render it impossible for the Government alone to carry out a programme of administration. However, so far as the earnest desire of the people for peace and self-government is concerned, if the Administration of national affairs is hindered by a lack of distinction between the powers of the Central Government and those of the local governments, the result will be not only dissatisfaction among the people but insecurity for the Government itself. Therefore it is necessary to obtain the views of the people regarding a clear definition of the powers of the local administrations before any definite steps can be taken.

In conclusion, it is pointed out that, as the Inspecting Commissioners addressed are loyal to the nation and shoulder the responsibility for local affairs, they must be well acquainted both with local conditions and the sentiments of the people. They are therefore asked for an expression of opinion regarding ways and means of complying with the will of the people, dealing with the present situation of the country, and clearly defining the powers of administration as held by the Central and local governments, so that a system of self-government may be well and efficiently put into execution.

Two reasons are given to-day for the submission of his resignation by the Premier. The first is that the proposal to bring about unification has hitherto failed, and the second, the financial

UNGERN'S DEFEAT.

Capture of "White" Leaders.

The following report gives some details of the arrest of Colonel Sipylo, who is held for the murder of Olafson, a Danish subject in Unga.

On August 10th Sipylo with one of his followers attempted to escape from Mongolia to Grodekovo with a quantity of gold sent by Ungern to Semenov. He was also instructed to ask Semenov whether he would order Ungern to proceed to Grodekovo. On arriving at the Djarmote Station on the Chinese Eastern Railway, he was recognised by a military officer of the Far Eastern Republic, Mr. Juch, who promptly telegraphed to the Chinese authorities at Hailar, where Sipylo and his accomplice were captured. Afterwards they were taken by the Chinese authorities to Harbin. The Chinese authorities found in his possession two pounds of gold and quantities of valuables.

On his last visit to Peking Sipylo was posing as an American under an assumed name. He was recognised at Djarmote Station and at Peking, but escaped arrest. His return from Peking to Mongolia is explained by his desire to make away with the gold he had stolen in Unga and hidden in Mongolia before coming to Peking.

It is said that he has confessed the murder of Mr. Olafson, and also of Mrs. Shverzoff, the wife of a well-known merchant in Unga. As soon as the news of Sipylo's arrest reached Harbin, his numerous friends there made an attempt to secure his release or at least his extradition to the Vladivostok Government instead of the Government of the Far Eastern Republic. To prevent Sipylo's extradition to the Chita Government, Semenov is sending a special delegation to General Chang Tso-lin.

Another report says: The Chief of Staff of the People's Revolutionary Army declares that according to the Ungern deserters, exhausted by long marches and incessant pursuit by the Red army, the soldiers of Ungern could no longer endure their cruel treatment at the hands of their commanders in the wild mountainous country, and under these inconceivable hard conditions they revolted at the crossing of river Ezingol on the night of August 16th to 17th, having killed the commander of their division, General Resubin.

From the same sources it is learned that a riot took place in the column led personally by Ungern, the entire fourth regiment of his detachment having deserted the rest of the bandits. The reconnoitring units of the People's Revolutionary Army, which were operating in the mentioned Ezingol direction, confirm the reports that there was a violent clash between the Ungernists' factions. The Chinese authorities in the zone of the Chinese Eastern Railway are preventing the followers of Ungern from entering the railway zone. The Chinese Secret Service has arrested several leaders of Ungern's bands and some of the Russian officers at Hailar who have been in communication with Ungern.

A third report states: Baron Ungern and twenty men of his suite have been taken prisoner by the soldiers of the Far Eastern Republic while fighting near Vankuren. He was taken to the headquarters of the Far Eastern Republic forces for examination, where he willingly answered all questions and said that his game was up.

difficulties. Representations from the provinces are said to have been chiefly instrumental in persuading the Premier to remain in office.

A MILITARY REGIME AHEAD? A Hankow message of the 10th inst. states. Reports that General Wu Pei-fu disapproves of the People's Assembly and has repudiated Chang Shao-tsung's draft plan, are denied here on reliable authority. Wu Pei-fu is unwilling to call the convention now because of the strength of opposition, but he will consider details of the plan when the position in Central China has been consolidated.

There is good reason for believing that a Wu Pei-fu-Chen Chung-ming entente is a possibility of the near future, involving virtual withdrawal of recognition from both governments by the two ablest and most reliable military men.

Wu Pei-fu's advisers suggest placing the responsibility of calling a popular assembly upon the Provincial Assemblies since these bodies are the only legal organs of government dating from the revolution.

THEATRE ROYAL.

WEDNESDAY, Sept. 21st at 9.15 p.m.

GRAND CONCERT

Under the distinguished patronage of H.E. the Governor and Lady Stubbs.

ANNA EL-TOUR

(Celebrated Soprano)

LEO PODOLSKY

(The eminent Russian pianist)

VERA MIROVA

(The well-known Dancer.)

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Miss. MOSOLOVA & Mr. GORDON
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WILLIAM FOX presents JEWEL CARMEN

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"THE KINGDOM OF LOVE"

MATINEE PROGRAMMES

5.15 p.m. Wednesday to Thursday

"MERCHANT OF VENICE"

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"VANISHING DAGGER," 9 & 10 Episodes.

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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

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 "ELPENOR" 27th Sept. London, Rotterdam & Hamburg
 "PYRRHUS" 11th Oct. London, Amsterdam & Antwerp
 "TITAN" 23rd Oct. London, Amsterdam & Antwerp
 "RHESUS" 8th Nov. London, Amsterdam & Antwerp

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(Direct or via Continental Ports)
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 "EUMAEUS" 10th Oct. Genoa, Mars illes & Liverpool
 "TELEMACHUS" 20th Oct. Rotterdam & Liverpool
 "ANTIOCHUS" 1st Nov. Genoa, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
 "TYNDAREUS" 5th Oct. Victoria, Seattle & Vancouver
 "PROTESILAEUS" 2nd Nov. 33rd Nov.
 "IXION"

NEW YORK SERVICE

(via Suez or Panama)
 "EURYMACHUS" 13th October. via Suez
 "PASSENGER SERVICE"
 "PYRRHUS" 11th Oct. for Singapore & London
 "MENTOR" 20th Oct. for Shanghai
 "MENTOR" 15th Nov. for Singapore & London

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BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

TOYO KISEN KAISHA.
 NOTICE TO CONSIGNEES.

THE Steamship
 "ANYO MARU."
 From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above-named steamer having arrived on Mon., the 19th inst. consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at Consignees' risk. Storage will be assessed on cargo remaining undelivered after Monday, the 26th Sept., 1921. All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Tuesday, the 27th Sept., at 11 a.m. No claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer. No fire insurance whatever will be effected.

Y. TSUTSUMI, Manager.
 Hongkong, 19th Sept., 1921.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS
 From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.
 The Steamship
 "BENARTY"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 3rd Oct., or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. LTD. Agents.
 Hongkong, 19th Sept., 1921.

CANADA-U. S. PEACE MEMORIAL.

Centenary of Harmony.

The peace portal at Blaine (Wash.) on the boundary between Canada and the United States, commemorating 100 years of peace between America and Canada was dedicated on the 6th inst. Mr. Samuel Hill, son of the late Mr. James J. Hill suggested the idea of the peace portal. In a speech at the dedication on that day he said the portal demonstrated the "oneness of the English speaking race." The ceremonies were attended by representatives of the Canadian, American and French governments.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.
 From KOBE via DAIREN AND SHANGHAI.
 The Company's Steamship
 "CELEBES MARU"

having arrived from the above ports. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 26th Sept., 1921 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognised. No claim will be admitted after the goods have left the Godowns. No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.
 OSAKA SHOSEN KAISHA.
 Y. YASUDA, Manager.
 Hongkong, 20th September, 1921.

REPORTED FALL OF ICHANG.

Position Of Foreign Residents.

The *Shungpo* of the 5th inst. reports:—Telegraphic communication between Ichang and Hankow has been interrupted for several days, and the rumour of the retreat of the Hupeh army from Ichang is still officially denied at Hankow. Wu Pei-fu has sent a telegraphic advice to the commander of the Szechwan army saying that Hunan and Hupeh have already declared an armistice between them, and hope the Szechwan army will also take the same step with the other two provinces in order to think of the national difficulties of the present time and also to jointly confer about the national policy. Yet no reply has reached Wu Pei-fu since, and it is now certain that the Szechwan army has sent its front line very close to the city of Ichang and inside and outside of the city is in the midst of disorder.

The *Shungpo* also reports:—On the 5th September, a certain foreigner at Hankow received a wireless message from Ichang asking him to quickly despatch a relief party from Hankow for the foreign ladies and children at Ichang, and saying that foreign ladies and children should be advised not to travel toward Ichang. Every battleship in the port of Hankow made their way up to Ichang on the morning of the 6th September.

The *Sinwupoo* reports:—It is heard at Hankow from Ichang that on the 4th September, the Hupeh army, under the command of Lu Chin-shan and Chao Yung-hwa made a retreat to the south bank of the River, where it is waiting the arrival of the reinforcement. The Szechwan army has entered the city of Ichang and is setting fire to many houses and firing at will, but not causing any harm to foreign residents yet. The other report says that Ichang is not yet occupied by the Szechwan army, but the army is making a very severe enveloping attack, the situation is critical and both inside and outside the city is very disordered.

CLIMBING MOUNT EVEREST.

The Great Adventure.

[BY SIR THOMAS HOLDICH.]

An expedition to Mount Everest has been awaiting opportunity for a good many years. It was not until, at the close of the Young husband expedition to Lhasa, the Upper Brahmaputra (the Tsangpo of Tibet) was explored to its source, when it was finally determined by observation from the north that no higher peak than Everest was to be found along the Central Himalayan system, that it could be stated positively that Everest was the highest mountain in the known world. The original systems of triangulation were somewhat fortuitous, for Colonel Everest himself had no idea until his calculations were complete that his observations included one peak among many rivals that transcended them all in altitude; and doubt had been thrown subsequently by more than one Himalayan adventurer on the claim of that particular peak to pre-eminence. This is largely due to the Everest position for, as viewed in the far distance from the south and south-east, other peaks up rear their snow-clad summits and, being somewhat nearer to the observer, appear to be higher, if they do not absolutely obscure, Everest itself. Observations from the north, however, finally settled the question of altitude and further suggested that the easiest way to approach this remote mountain on the Nepalese frontier would be from the north rather than through Nepal itself, which would certainly appear the more direct route. Considering the difficulties of approach either through Tibet or Nepal, and the expense which any properly organised expedition must involve, the question of utility naturally arose. One may say at once that it was utterly shelved. There is no more use in climbing to such an altitude as 29,000 feet above sea level than in "discovering" the South Pole. It is a question of solving a good many scientific problems in connection with high altitudes, and next (and perhaps chiefly) of geographical prestige. If it can be done (which is by no means certain) it is clearly up to us as English geographers to do it. It is the greatest adventure left to geographers, and as such appeals irresistibly to all British sportsmen from the King downwards.

FIRST ROUTE UNDETERMINED.

The expedition is admittedly an exploratory one during the present year, so it is impossible to predict exactly what route will be taken. It will depend on the results of the exploration and the work of the surveyors. In 1913 the eastern approaches of Mount Everest were reconnoitred by Major J. B. Noel, who had been a member of General Rawlings' party when he had explored the Tsang-po. With infinite difficulty Major Noel made his way to a point about thirty miles to the south-east of Mount Everest and his reconnaissance will doubtless be of very great value to the present expedition, but no actual line of approach will be decided on until all sides of the mountain have been carefully explored. Mount Everest seems to be unusually well guarded and surrounded by a rugged group of peaks of great altitude which enclose it with a network of lofty and precipitous spurs and glaciers. A way through these has first to be engineered before the final ascent can be contemplated.

Hitherto the highest camp ever made was on the saddle of Kamet, about 23,500 feet, and no climber has ever reached higher than the Duke of Abruzzi and his guides of 24,500 feet. So that there must be between 3,000 and 4,000 feet of ascent beyond anything yet achieved, and every mountaineer knows what that means. Nothing but slow and patient acclimatisation in these terrific altitudes can possibly lead to a successful attempt at that last 3,500 feet. It is exceedingly doubtful whether oxygen could be made use of in the final struggle. The mere carrying of the necessary apparatus seems to be beyond human endurance. It will be a question of survival of the fittest, and that, after all, is a matter for experiment. No climber, however confident he may be, can tell at what points his powers of endurance will fail him. No experience in the Alps or Andes can give him any safe indication, and the altitudes attained by balloons and airships prove nothing whatever where great physical exertion is required.

HIMALAYAN SCENERY.

The expedition has been thoughtfully and thoroughly organised and equipped. Alpine climbers, men of science and well-tried surveyors are all in it, and although one of the best (Dr. Kellas) has already fallen out, there is that determined feeling of cheerful optimism amongst them which almost always ensures success.

There have already been journalistic tales of initial difficulties overcome. From Darjeeling, over the old route to the Jalap La pass which was the expeditionary route to Lhasa, there was the same well-remembered struggle with bad and slippery roads, incessant rain, and falling transport. Once over the pass into the Chamdi valley and upwards to the Pariong Depot (which may almost be accepted as an obligatory port on the road to Tibet, whether via Sikkim or Bhutan) we have stories of the beauty of the best of Himalayan scenery. The rains have been left on the southern side of the pass and the glories of early summer at the time when the snow sheet has been gradually withdrawn are all over the hills.

DOMESTIC WORK AND SNOBBERY.

Lady Asquith On The Vital Art of Cooking.

The annual conference of the Association of Teachers of Domestic Subjects was held at the Bishopgate Institute, London. Lady Asquith, who presided, said that it made her feel frightened when she looked round the audience and thought of all the training those present had had and the training she and the women of her generation had not had.

The Association was teaching the things which had been most necessary since the world began. Many things went to the making of a home. It was a silly idea that there was anything degrading about doing manual work. The snobbish idea of modern times had produced more division of class than any other idea she knew of. The great task before the Association was to teach that there was no subject in the world so important and vital to the nation as the art of cooking and the things that made life comfortable.

WE WERE AS A NATION SPENDING A GREAT DEAL OF MONEY, BUT IT WAS NOT GOING IN QUITE THE RIGHT DIRECTION.

All the Ministries were spending millions more than they did before the war. In the Ministry of Transport there were thirty men doing the work which her husband used to do alone and each was getting a much higher salary than he had. We were spending on education fifty-one millions, compared with sixteen millions before the war. Education was the most important thing in the world, but they had to see they got value for that fifty-one millions. There was a point beyond which rates and taxes could not go, and that point had almost been reached.

NEW IRISH "LORD CHIEF."

Mr. Denis Henry Promoted From Attorney-General.

Mr. Denis Henry has been appointed Lord Chief Justice of Ireland. Mr. Henry, who represents South Londonderry, is a Roman Catholic Unionist. He has been concerned in several exciting Irish elections. In 1906 he failed by nine votes to capture North Tyrone, and next year again unsuccessfully fought the constituency, his opponent, the late Mr. Redmond Barry, winning by seven.

The new Lord Chief Justice has been Attorney-General for Ireland since 1919, and for a year previous to that was the Solicitor-General. He will be succeeded by Mr. T. W. Brown, the present Solicitor-General.

MIRRORS ON MOTOR VEHICLES.

A suggestion that mirrors should be carried on heavy motor vehicles to enable drivers to see overtaking traffic is made by Southampton County Council.

BIG INVESTMENT IDEA.

Of British Workers' League.

The British Workers' League has passed a resolution in favour of commencing operations of many sorts in different parts of the world.

These include operations on the Channel Tunnel, and anti-pollution work on rivers, the canalisation of South African rivers, the construction of canals and railways in Australia and India, the harnessing of the Nile cataracts, and the construction of a Tunis-Congo railway.

It is suggested that these undertakings would give employment to millions, and would open new markets for British and Allied goods.

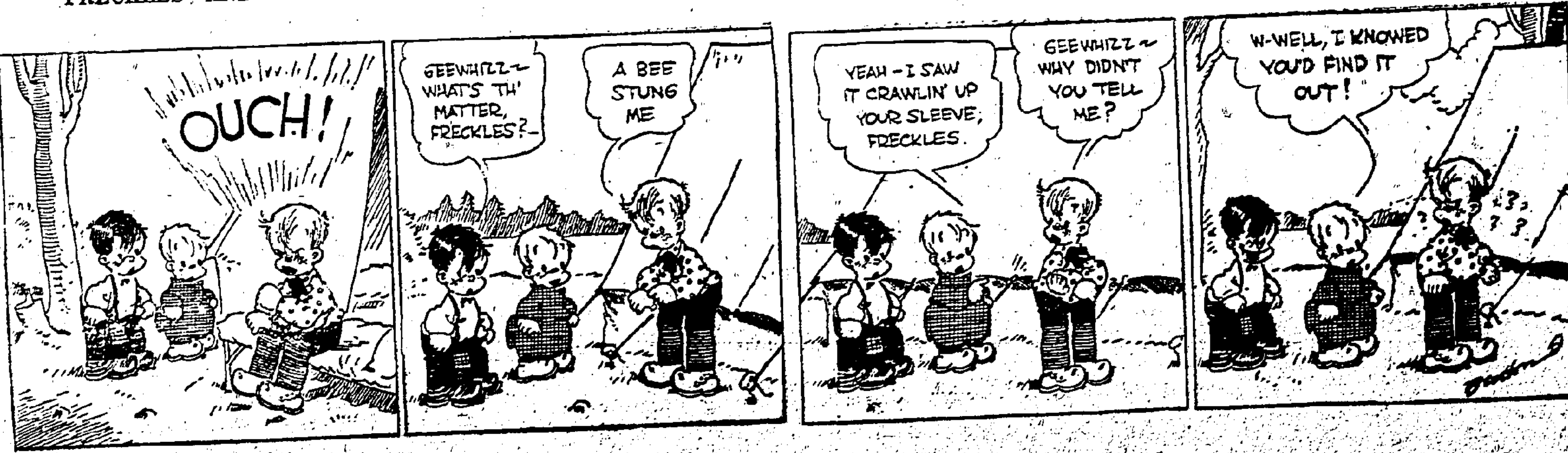
PENSIONS MINISTRY DENIAL.

A denial has been issued by the Ministry of Pensions that an official went to Brighton to inquire as to the need of three rubber stamps costing 6s. He was sent to investigate cases of individual pensioners.

FRECKLES AND HIS FRIENDS

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 21, 1921.

WANTED: "WAYSIDE INN" POURPARLERS.

William sometime of Orange and later of Britain was a man of some very admirable virtues. One was that of being a pioneer of new diplomacy in an age when the "old" brand was at its worst. At the close of the campaign which he waged so resolutely against the Grand Monarque, he showed himself as unconventional in negotiation as he had been in war. The reader will probably remember Macaulay's description of the diplomatic ceremonial of the time: how first the representatives of one side would advance half a dozen paces towards the other side's representatives and come to a full-stop, and then the other side would do the like, everybody remaining mum while these and a hundred other inanities were repeated until the respective envoys got together. William, having got into preliminary communication with a tolerably broad-minded representative of the opposing side, dismissed the diplomatic formalists by taking a stroll along a country path, where, according to arrangement, he met the other side's man, and forthwith talked the matter out, or at least prepared the way for the settlement that followed. Another illustration relevant to our present purpose is that of a well-known publicist who, when the belligerent nations in the Great War were contemplating, in a more or less vague way, the possibility of a settlement, threw out a suggestion that had an incongruous appearance. He wanted "a man to take a walk to some wayside inn and there to happen upon another man" (as nearly as we can recall the words), confident that this queer-sounding adventure contained a fair prospect of bringing peace.

Now here are Britain and Ireland at deadlock again. Sinn Fein says it can only send representatives to a conference if they go as delegates of the Irish Republic. The British Cabinet answers that it cannot meet representatives sent in that capacity. The result threatens to be that the opportunity for further discussion will be lost. This would be a greater calamity than words can well depict, and the more so as both sides show a desire to come together again. The fact that Sinn Fein should have continued in communication with the British Cabinet after the latter had felt cancellation of the conference to be unavoidable is a token of some wish to discuss matters further.

It may be that were the parties to meet, the chance of a settlement would be very small—or it might be not quite so slender; but the subject for profound regret is that the slightest chance should be lost where such momentous issues are involved. Sinn Fein repeats that it cannot give way on the point mentioned, and we certainly do not see how the British Government could relinquish its stand. This, it seems to us, is just where, with possibilities of tremendous benefit to Britain and Ireland, "a man might take a walk to some wayside inn and there happen upon another man." The men might be Mr. Lloyd George and Mr. de Valera (as ordinary individuals, not as British Premier and Irish President), or they might be little-known men, but men trusted by the respective sides. No question of status occurs—they are simply two men (or whatever be the suitable number) meeting at a wayside inn. A sequel to this informal "talk" might prove to be a regular conference fertile in beneficent potentialities.

NOTES & COMMENTS.

The Banque Industrielle.

The news which was received in the Colony late yesterday afternoon with regard to the Banque Industrielle de Chine and the steps which are being taken in order that the Bank may be put in a position to meet its liabilities was interesting in more ways than one. By the large number of local depositors it will be learned with pleasure that there is now a definite prospect of the repayment of their deposits in full; at least there is a definite aim being made in that direction. So far as we have been able to grasp the purport of the radio message, the method to be adopted is this—Under the Consortium or Bank Group a new loan is to be raised on behalf of China part of which loan will be applied for the purpose of liquidating the Bank's debts. It will be remembered that one-third of the Bank's capital was subscribed by the Chinese Government and the idea of loaning money from that Government whereby the Bank will be able to pay off all its banking liabilities strikes us as being rather neat. Still, if the Consortium doesn't object, if the Bank Group doesn't object and if the Chinese Government doesn't object we hardly think local depositors will object. By the middle of next month we should have things a little more definite than they are now although they are shaping for a better end than was at first thought possible. Bills, drafts, deposits, etc. in fact all purely banking liabilities, will have a first call on whatever funds are made available. That the Bank will eventually re-open for ordinary business we have no doubt; it is merely a matter for patience.

The Shantung Problem.

One of Reuters' cables yesterday told us that a long and detailed exposition of the Japanese proposals regarding Shantung has been published in London, concluding with a declaration that Japan's policy towards China has entirely changed with the removal of certain other menaces and that she now desires only to encourage Sino-Japanese trade and ensure to peaceful development of an entirely free and independent China. The admission that her policy has changed is also an admission that Japan's policy previously left room for change—a statement which our friends in China will scarcely take the trouble to contradict. Japan could do little better than to make her Shantung proposals as widely public as possible. It is a question over which many hard words have been said and in regard to which Japan has been accused of being a little too greedy. If the present proposals find favour with the other Powers of the world, China would be very ill-advised, we think, to continue an obstinate refusal to negotiate with Japan direct. One of the cables we received from Peking yesterday told us that the Chinese Minister of Foreign Affairs had sufficiently relaxed his previous attitude of aloofness to confer with the Japanese Minister regarding the publication of the full text of the proposals. We hope that when that publication does take place our Chinese friends will endeavour to give them an impartial reading and, if the terms merit, be prepared to conclude a definite agreement with Japan in regard to the territory under discussion. It would be a fine thing if representatives of both countries could go to the Pacific Conference and report that this old-standing matter had been amicably settled.

Wang and Chang.

Just what is happening in Central China is hard to gauge from the rather sparse news coming to hand. It is clear that there has been big fighting around Ichang, in fact some reports state that that city has fallen into the hands of the Szechuen forces. The situation in Hunan, where the trouble first began, seems to have settled down owing to the strong band of Wu Pui-fu but this war-lord is still up against a stiff proposition when it comes to facing the armies of Szechuen and Fokien. The most significant news of yesterday was with regard to the meeting of Wang Jim-yuen and Chang Jek-lin at the latter's place in Fengtien. Wang is by no means pleased with the northern party over the manner in which he got all the blame for the recent Wuohang and Ichang affair. Chang has previously given intimation that he has no further use for the

DAY BY DAY.

THE MERIT OF ORIGINALITY IS NOT NOVELTY; IT IS SINCERITY. THE RELIEVING MAN IS THE ORIGINAL MAN; WHATSOEVER HE BELIEVES, HE BELIEVES FOR HIMSELF, NOT FOR ANOTHER.—Carlyle.

A Filipino died from cholera yesterday. Apart from this the Colony enjoyed a clean bill of health.

The result of the Captain's Cup competition played on the Old Course at Fanling last week-end was a win for Mr. A. Leach, whose score was 96-11-85.

Captain A. Svarrer, formerly of the Siam Steam Navigation Co. Ltd., has been married at home, and is now chief officer on the Malaya, one of the 13,000 ton motor ships recently completed for the East Asiatic Co. Ltd., and due at Hongkong on Saturday.

At the Hongkong Theatre the programme includes a fine comedy entitled "The Fly Cop" in which Billy West takes the role. This is followed with a magnificent drama "Stranded in Arcady" with Vernon Castle in the leading role. This drama is in five parts and will run until Friday.

The magnificent drama "The Kingdom of Love" by William Fox, featuring the famous star Jewel Carmen, now screening at the World Theatre, is a picture of high distinction. Last Tuesday night the theatre was packed full, showing the popular appreciation of this wonderful film. The management has engaged the services of Miss Mosolowa and Mr. Gordon in their latest Parisian Dances.

When a Chinese woman was charged this morning with pawnning a quantity of clothing without the consent of the owner, her husband, who had not seen her since she ran away from home several months ago, appeared before the magistracy and said that she was capable of anything. His Worship apparently agreed, for he imposed the rather severe sentence of two months' hard labour.

The arms case arising from the seizure of two revolvers and twelve automatic pistols, together with a quantity of ammunition and opium, at No. 45 Battery Street, in Yau-mat, on Monday morning, when a statement was made by Inspector Brown to the effect that the defendant acted as receiver and dealer for a smuggler, whose identity had not been discovered though he was suspected to be a seaman employed on one of the coastal vessels. On learning that the arms were to be sold in the Colony, his Worship indicted the heaviest penalty possible in a Police Court—viz. twelve months' hard labour with a further four months in the event of the defendant's failure to pay the \$4,000 fine imposed for possession of the opium.

CHINESE NEWS.

Cantonese Troops Held Back.

Our Cantonese correspondent states that a report from Nanning is to the effect that the Cantonese troops fighting near Lungchow have been encountering serious opposition, all their attacks for the past four days having been repulsed. Requests for reinforcements have been made.

Li Kum-lun, the Interconcourse Commissioner, has made a complaint to the British consulate and demanded heavy compensation in the case of the collision between the British steamer Kong-Ning, on the Hongkong-Wuchow run, and the Chinese Military transport launch Hong Hing, which took place on 28th Aug. The latter was sunk and four officers drowned whilst a large quantity of military equipment was lost.

Peking officials. If these two big leaders were to join hands against Peking on the side of the south (and that is what yesterday's news hinted at) it would go extremely hard with the northern regime. It all depends whether Canton would accept the services of men it has previously written down as militarists.

ROUND THE TOWN.

By "Cadabout."

A brother scribe referred recently to our ricksha-pullers and compared them, not very favourably, with their contemporaries in Singapore. And he was quite right. The Straits puller, with his two-seater ricksha, could make rings round any of the Hongkong variety. If you are making a journey in a Hongkong ricksha and you are in a hurry, by the time you arrive at your destination you expect to find that your hair has turned grey. It matters little whether you plead or fume, your puller will continue to shamle along in his placid, easy-going way. I don't know that the Straits man is possessed of more brawn than his Hongkong brother, and I think it would be libelling our pullers to call them lazy. Then what is it? A great mistake was made when the ricksha-pullers' fares were fixed according to time instead of distance. In Singapore you pay so much a mile and the time taken doesn't count, but here the more energetic a puller is the less money he is legally entitled to get. I don't think there are many who pay strictly according to time and the majority are likely to be most generous to the puller who takes them to their destination quickest. Certainly, I don't think the person exists who would give a man twenty cents for hauling him around for an hour. Legally, in this Colony you have to pay for laziness, and until ricksha fares are regulated by distance instead of time it is not likely that our pullers will ever be speeded up.

Last week saw the Chinese Moon festival, or, as we Europeans call it, the mid-autumn festival. The average Englishman at home is usually interested to hear or read of the habits and customs of the lands beyond the seas, but as soon as he gets to one of those interesting countries he seems to cease to trouble anything about it. It is very, very seldom that a European (unless he is a tourist) is seen in the native quarter and it seems to be considered *infra dig* to take any interest in the customs of the Asiatic races. Why do we change when we pass Suez, I wonder. I suppose it is a case of familiarity breeding contempt and that when we are right in the thick of it those things which we at home thought would be so interesting begin to lose their charm. When the mid-autumn festival was on I discovered several people who, beyond the fact that it was a Chinese festival of some kind, knew nothing at all about it. On the 15th day of the 8th Chinese moon, or Sept. 15th, the moon is supposed to be brighter than at any other period of the year and on this night festivities are indulged in all over China. On the following day the moon is supposed to be losing its brilliance and as the Chinese are very fond of the moon and don't want to leave their other celebrations carried out. "Of course, it's all very silly," a Chinese to whom I went for information told me. Well, perhaps it is all very foolish when you come to analyse it, but it is rather quaint and these little customs are very interesting.

We come across grouseers everywhere and the East is as full of them as anywhere else. I was talking to one in Hongkong the other day and his trouble was that he was bored to death because he had nothing on earth to do. "It's too slow," he said. There certainly are livelier places (our neighbours in Shanghai and Singapore move a little faster than we do), but it is difficult to understand how a man can honestly imagine that there is nothing to do. We have every kind of sport (even the ball game these days) and considering the size of the place we are fairly well provided for in the way of theatrical shows, concerts, pictures, clubs and other places where one can adjourn for entertainment in the evenings. If you are fond of motoring or walking, the scenery is as good or better than many places and I don't think anyone can honestly grumble much about the roads. Then we have the advantage of living by the sea and can indulge in yachting, rowing or swimming. A person who can grouse about having nothing to occupy his spare time in Hongkong will grouse anywhere, and anyway, with the exception of the large cities he would not find himself catered for any better in any town at home. And these people who grouse about the little disadvantages that we have to put up with seem to forget some of the advantages we enjoy. You can't have your bread buttered on both sides.

TO-DAY'S MISCELLANY.

Crystal Palace trustees are providing from the part of the grounds near the Penge entrance a new public pleasure of about 20 acres, which will be called Crystal Palace Park. This will really be an act of poetic justice, involving restoration of robbed amenities, for the edifice which 70 years ago aroused the aesthetic wrath of John Ruskin was erected on the wild and romantic glades of Penge Wood. In those days Penge, now a populous suburb, was a tiny village, with only one inn, the curiously named "Crooked Billet," which exists under a much modernised exterior.

One of Mr. Kellaway's predecessors in the office of Postmaster-General had the distinction of being the only domestic servant on record to become a minister of the Crown. This was Henry Craggs, who started his career as a footman in the household of Sarah, Duchess of Marlborough, and, by speculating successfully with his savings, got into Parliament and eventually into office. Craggs fell into disgrace over his connection with the South Sea Company, and when he died, in 1721, his fortune—totalling a million and a half—was confiscated for the benefit of sufferers through the bursting of the bubble.

Miss Ellen Terry, who in her seventy-fourth year, celebrated her stage jubilee as far back as 1906. Few professions supply more examples of healthy longevity than the stage. Sir Squire Bancroft is eighty-one, and may be seen any fine day—a slim and upright figure—travelling his beloved Piccadilly. Sir John Hare is seventy-eight, and last year Miss Kate Terry emerged from a retirement which had lasted half a century. Mrs. Kendal is comparatively youthful, for she was born in 1849. Miss Genevieve Ward has celebrated her eighty-fourth birthday.

A pretty controversy is dividing the villagers of Bearsted, near Maidstone. Smouldering for generations, the question of how the name should be pronounced and spelt has burst out afresh since its adoption by Lord Bearsted (Sir Marcus Samuel). The railway company's spelling agrees with Burke and Dabrett, but the villagers pronounce it Bersted, and some claim that in the Abingdon's time the name was Berstede. Some weird beasts on the old church tower are supposed to represent bears; but as they have also been declared symbolical of Apollos, the likeness to bears cannot be a "speaking" one. Barty House, still standing is evidently reminiscent of the Bertie family which succeeded to the earldom of Abingdon. The name has probably had many forms since this family held the place under the second Henry.

Between Ourselves

A Word from Joe.

Dear Robert MacPherson.—It would have been all right if you hadn't passed on the privilege of filling your corner to that garrulous old reprobate MacPherson. It was bad enough having to put up with him and his unending chatter at the bowls match, though I haven't quite forgiven you for the manner of our introduction. When I consented to the infliction of an afternoon in the company of men whose very breath, I discovered, savoured of "good wood," I did expect a little consideration at the hands of the man who asked me to keep him company. And when that man allows what might have been a fairly "possible" duo to be converted into an utterly impossible trio and adds the insult of allowing the "butter-in" to usurp a privilege kindly accorded, I feel it is time I spoke gently but firmly. The manner in which you introduced MacPherson to me on the tramcar and the way in which he loudly chortled over what he had just been reading in a paper I shall not name (my Manager forbids it), gave me more than a suspicion that my afternoon, from the enjoyment point of view, was going to be strictly limited. I did not bargain for the utter ruin and mental debacle into which it was converted. I should like to tell you, right here and now, that although I bear you not the slightest ill-will for the free use of my Christian name in your corner, I do object to its being bandied around among your frost-bitten, hard-faced, bowls-consuming associates. "Joe" is as good a name as yours, and you don't need to poke fun at it—at least not when I'm in your company.

If I were writing to a third party as to what were my "impressions" of the bowls game, I should very probably infringe the rules of etiquette in my choice of language. With a muttering old Highlander on either side, with a woman's hat obscuring the view every other second, with a neck getting more and more strained, with the sun pouring down on my back and with my sense of hearing being constantly offended by such epithets as "Achi mon" and such like, it can scarcely be wondered that at my soul longed for the decent clean air of the ball game across the field where one could at least about. I'd like to shoot the man who gave MacPherson that "cigar." I found that there is a distinct element of torture in agony of making spectators watch an official measure in fine fractions of an inch a difference in distances. It was subtle but men to delude themselves that one bowl, trundled over many yards of grass and lying nearer to the Jack by an eighth of an inch, was trundled with more merit than its immediate neighbour. One eighth of an inch more or less will give a man a pride not to be brooked. I ask you, Robt., as man to man, is such a game one of skill or of "joss." One eighth of an inch, I repeat. What depths of delusion have these trundlers plumbed? I am familiar with some of the common deceptions of sport. When a man at cricket shuts his eyes and swipes and the ball hits his bat the onlookers applaud; when a jockey manages to stick on his horse until the brute dashes past the post in a frenzy of impatience to be free of him the crowd draws the "divi"; when a man playing rugby speeds for his life from pursuing demons and falls over the line his side's supporters call it a "try"; when—but you know how many there are. Swimming is the only sport free from some such deception and after Saturday I wished I could take all bowlers and dump them over the end of a launch to see who would start measuring eighths-of-an-inch. It was that last that settled me.

I am more convinced than ever that bowls (I suppose the game will go on) is for fat old men with equally fat and aged cronies as spectators and commentators. The monotony with which you told MacPherson "I like that one, Mac," and the equally monotonous reply "Ay, that's a guil yin" caused me, if you remember rightly, to break a week's pledge and, I may add for your further information, nearly to burst a blood vessel. For Mr. Gerrard I have the kindest of feelings, but I never did agree with the setting up of idols and I was literally nauseated by your indiscriminate eulogies. It may have been the effects of the greeting he gave you. I abstained last time. And the way in which the Hongkong skip told every man in his team that his bowl, even when it was a "ditcher," was just right or gave some equally biased encouragement, drove me, at length, to a game where they spoke the truth loudly and with a commendable disregard for its effect. When someone told Lasher that he needed a basket I had a great longing to shake the speaker's hand, for here indeed sat Frush enthroned, though she had assumed the guise of a "Gob."

I want to meet MacPherson just once more and I hope you'll arrange the interview and bring the seconds and sponge, though I suppose I ought to respect his antiquity and let it be preserved instead of pulverised. He's a rare specimen in all conscience and it might be a pity to spoil him. But, Robt., I ask you to be more careful in future. I don't mind knowing you (though as MacPherson said—the only sane thing he did say—I tried to look otherwise on Saturday), but I must plead for a more discriminate use of our friendship. The alternative—well, you know your weak point. You confessed it last week.

Yours highly peeved,

JOE.

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ON THE WATERFRONT.

Passport Examination to Pass.

To-day is the last day of the system of examining passports by police on board departing vessels. It is understood. Vessels touching ports in the "pirate zone" will, however, still be examined before sailing from Hongkong.

Glaucus Arrives.

On the homeward voyage of her maiden voyage the Blue Funnel steamer Glaucus arrived at Hongkong this morning from Shanghai, where she was stranded for some days outside the port. Loading at Japanese ports was cut out in order to allow the vessel to keep her schedule. She will take cargo for London, Amsterdam and Antwerp and sail to-morrow.

New B. and S. Steamer From Home.

The Kwei-yang, arrived at Hongkong this morning from Greenock, where she was built for the China Navigation Company. She is a sister-ship to the Kalgan, a product of the same Home yards, and has a gross tonnage of 2,600 tons. The Kwei-yang is commanded by Capt. A. Tucker, who reports that the vessel had rough weather on the way out to the Far East. She sailed from Greenock and came via Suez, the last port being Penang. Moderate monsoons and heavy squalls marked the passage. A small cargo of 200 tons was brought in to this port.

Admiral Line Gets Fourth "535."

The Bay State is the fourth "535" of the Shipping Board to be allocated to the Admiral Line for its trans-Pacific service out of Seattle, according to cable advice received locally this morning. She will leave Seattle on December 10 on her first voyage to the Far East. When the vessel enters the run the Admiral Line announce that an 18-day schedule will be maintained by its four large steamers. A fifth "535" will be assigned to the company later and with all vessels in commission sailings from this port for Puget Sound will be every twelve days. The Bay State takes its name from the State of Massachusetts.

The Silver State of the Line left Seattle on September 17 for Hongkong.

Armand Behic Arrives.

The French mail steamer Armand Behic made this port this morning from Marseilles, Penang and Haiphong, and usual wayports. An enthusiastic reception was accorded the ship at the Straits Settlements port for it was the first time a Messageries Maritimes steamer had called there, while the call at Haiphong is the resumption of a pre-war practice.

A large passenger-list was presented here but the cargo was small one after heavy shipments had been landed at French colonial ports. A total of 335 persons entered Hongkong on the steamer. Eighty-four landed here—14 saloon and 70 in the steerage classes. Bound for Shanghai and Japan are 81 cabin and 202 steerage passengers.

Returning Chinese coolies from war-work in France are listed 42 for this port and 123 for Shanghai.

The Armand Behic sailed this afternoon for the North.

Australia-bound.

The mail steamer Tango Maru sailed at noon to-day for Australian ports, a well-laden ship and nearly filled to capacity in the saloon cabins. The steerage bookings were short.

Mr. W. F. Stephenson, the prominent shipping man of the Philippine Islands, who has been in Hongkong for several days on his way back to Manila from England, left by the Tango Maru, accompanied by his wife and daughter.

Mr. R. A. C. North, of the Colonial Secretary's office, sailed on the vessel for Australia en route to Western Samoa, to where he has been appointed to watch the interests of indentured Chinese labour.

The former Japanese Consul-General at Hongkong—Mr. Y. Suzuki—passed through the Colony on the Tango Maru for Sydney, his new post.

Mrs. J. E. B. de Courcy, of Hongkong, is a passenger on the Tango Maru for Manila.

TABLET TO SIR WILLIAM RAMSAY.

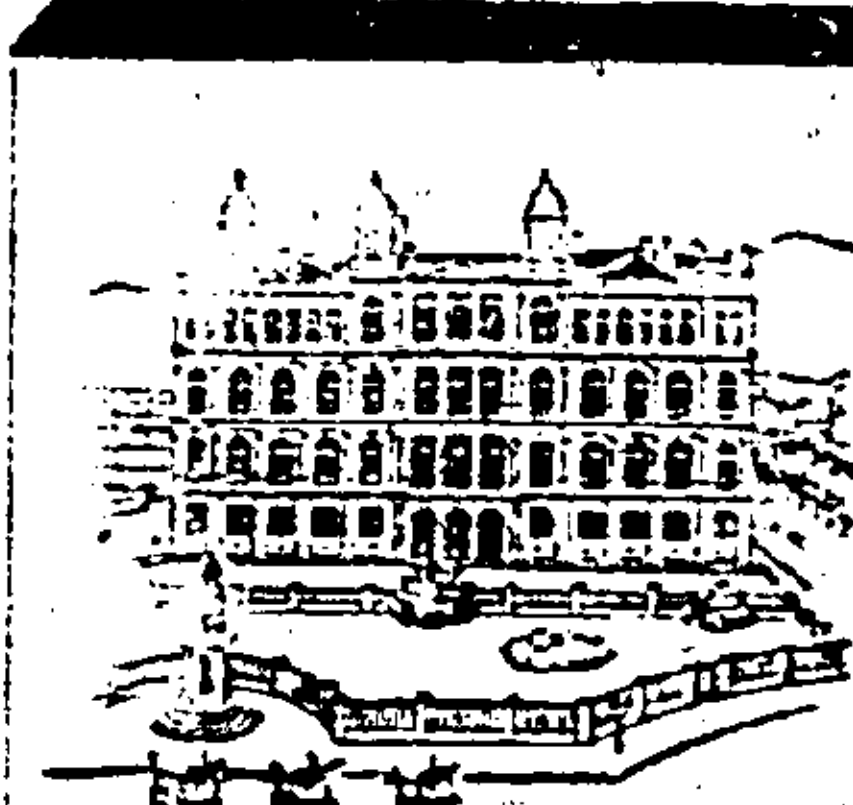
A memorial tablet to the late Professor Sir William Ramsay is to be placed in Westminster Abbey immediately below the tablet erected to the memory of Hooker, the botanist.

DAIRY FARM NEWS.

CHEESE

Gruyere	\$1.25 per lb.
Gouda (Full Cream)	1.15 " "
Australian Cheddar	.85 " "
Picnic (own make)	.50 " Jar
Coulommier (own make)	.40 " pat

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RAILWAY TRACK LIFTED

By Alleged Bandits.

An attempt to rob the morning train of the Canton-Kowloon Railway by bandits on Tuesday was frustrated by the alertness of the railway police.

A section of the line near the Hsuen Ping Station was destroyed by the bandits the previous night probably for the purpose of waylaying the train. Fortunately the work of the bandits was discovered by the railway police, who notified the station master and had the destroyed section repaired before the arrival of the train.

More troops have now been assigned to assist the railway police to have the line adequately protected—Canton Times.

TYPHOON WARNINGS.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9.00 o'clock this morning:—

Cyclone or typhoon W. of the northern Ladrone or Mariana Islands raging NNW. or N.

ARE YOU A MARKED MAN?

Marked for promotion—or next on the list for "the sack"? Slackers, and men who habitually arrive late for work in the morning, are usually sufferers from constipation or "liver," for which ailments Pinkettes are the remedy.

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THE GENERAL ELECTION RUMOUR.

Discredited Statement.

The rumours put about by the Government's enemies that a General Election is in the offing should be discredited. It may not be forgotten that early this year, in some journals hostile to the Government, the usual General Election rumour was put forward as the "Premier's scheme." The suggestion then made was that the Government, with a lack of every quality of statesmanship, would go to the country immediately after they had introduced the Budget, writes Mr. A. P. Nicholson, the political correspondent of the Daily Chronicle.

IRISH EVENTS.

There was no truth whatever in this story, as time has disclosed, and there is as little foundation in the present rumour. Naturally there can be no hard and fast statement made with regard to the political future, which is constantly shifting.

The Irish situation must influence events, as Lord Birkenhead indicated last evening in the House of Lords. If the present peace negotiations broke down, and no alternative presented itself but a rigorous campaign in Ireland against the gunmen, then the need for taking the opinion of the country first at a General Election on the policy of repression might present itself to the Government.

But so far as the present Ministerial intention can be conveyed, it is against a General Election in the near future.

IN DEATH UNDIVIDED.

In his will, the late Colonel John Capel Hanbury, of Pontypool Park (Mon.), expressed a wish that his remains should be cremated and the ashes laid beside the urn containing his wife's ashes.

320 LABOUR CANDIDATES. Issuing an amended list of 14 N.U.R. Parliamentary candidates, Mr. J. H. Thomas says there are now 320 nominees adopted by Labour organisations, and the number will be greatly increased in the next few months.

NOTICES.

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CANTON AND PEKING.

A Chinese China and a Japanese China.

(Canton Information Bureau.)

Canton, September, 20.—In its issue yesterday, the Hongkong Daily Press editorially stated that "it has yet to be discovered that any material difference exists among the various factions upon the questions affecting China which are likely to be discussed at the (Washington) Conference. It is in regard to the appointment of the delegation that the difference is revealed. All efforts to secure co-operation between the existing Government at Canton and that existing at Peking have failed, and these differences seem likely to be carried to Washington. What one Government does the other will probably do its utmost to discredit."

The Canton Information Bureau is authorized to point out:

(1) That the difference between Canton and Peking is so material that it goes to the root of Chinese independence. The Peking administration stands for a Japanese China, as its acts and relations with Japan conclusively demonstrate whatever its actual intentions may be; whereas President Sun's Government stands for a Chinese China.

(2) That in the light of this profound difference, the appointment of the Chinese Delegation to the Washington Conference is a vital matter if a settlement of the group of complex issues known as the Chinese Question, is not to make for the eventual Japanisation of China.

(3) That this Government cannot be charged with failing to co-operate in the appointment of

THE MACAO FRACAS.

Both Governments to Investigate.

Macao, September 19.—The situation here remains strained. There is great activity on the part of the Portuguese forces who are moving munitions to the Barrier and other places preparatory to some military action. The Chinese side remains quiet and no reinforcements have arrived to strengthen the Garrison on the Chin Shan border. Officials here are very reticent and are apparently waiting for instructions.

The African troops have been dispatched to different points, along the Macao front but whether this is for defense purposes or an aggressive attack, nobody seems to know. Many residents in Macao attribute the unfortunate clash between the Portuguese and the Chinese troops to the orders of the Assistant Harbour Master who ordered the arrest of the fishermen at Ngan Hang. This order was given without the knowledge or approval of the higher officials.—Canton Times.

an effective Chinese Delegation for the simple reason that it has not been officially approached on the subject. At the same time, it must be made clear that the root-difference between the policy of this Government and the policy of the Peking administration regarding the independence of China, as a matter of substance and reality and not of mere form, would forbid any co-operation in the appointment of a delegation which is not under the direction and control of this Government.

Fall Frocks Have Loose Lines



A SIMPLE FROCK WITH EMBROIDERED POCKETS AND SMART LONG PANEL FACINGS



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ON THIS FROCK THE SASH IS IN SEVERAL ENDS THAT TURN UP FROM THE SKIRT HEM TO MEET THE WAISTLINE

With the beginning of September lovely summer costumes have become a bit passé—to feminine imagination which begins at this time to turn eagerly toward the incoming season. Imagination, where fashion is concerned, always outstrips the weather. One wants to know what is coming anyway. Anticipation is always more than half the pleasure in anything and it would be a dull life if we were not introduced to next season's styles until the actual date of the season's beginning.

Lines are the important thing in every feminine mind at the commencement of a new season. What are the new lines to be? Details of trimming, colour and kind of material are of secondary account. Lines, and lines alone, are of vital, absorbing interest. Incidentally one wants to know about the length of skirts which have a way, nowadays, of scooting up and down with disconcerting suddenness. For a generation skirts remained about the same length. But now one never knows when a hem will have to be taken up—and for a long time no hems have been let down. Tucks and tucks and tucks we have all been running in—petticoats so that they would not show below our skirt hems—every woman knows all about that! But it looks, now, as though a few of these tucks might be let out.

Skirts are really going to be longer. In Paris they fall almost to the ankles and some frocks have side draperies that trail on the floor. Most of the dresses for autumn have irregular hems. This does not mean that the hem of the skirt is of uneven width. It refers rather to the general line at the foot of the frock. Panels and draperies descending below the edge of a perfectly even skirt produce the "irregular hem" effect; so does the wrapped skirt—a skirt slashed from hem to belt and with one front lifted a bit above the other in draped effect. Sometimes a circular skirt sags frankly down at both sides—sags far enough to let you know the sag is intentional. Scallop also gives the irregular hem idea. And an interesting frock pictured today has a brand new sort of irregular hem. The sash in this instance seems to have been recklessly cut up into a number of long, narrow strips which are caught to the frock at the waistline and then looped under the edge of the skirt.

This frock shows loose panels carried to the extreme of the idea, and it is one of the most striking models on to-day's page. In colour it is rather quiet than otherwise, in spite of the contrast achieved by the use of two materials. The frock is built of fine black tulle serge and the panels are faced with soft gray satin—also the ends of the loose sleeves. Diamond shaped motifs of gray silk embroidery decorated the panels and up the centre of each panel runs a double line of gray silk stitching. This line of stitching is repeated around the

neckline and on the sleeve, an embroidered diamond shaped motif ending the stitching in each instance, like a clasp or buckle. Do not overlook the grouped lines of gray silk stitching at the hip, under the swinging panels—a detail that adds extra smartness to frock and increases the longwaisted effect. Black silk stockings and platinum gray suede strap slippers accompany this black and gray frock, but the new fall hat has a vivid blue feather in the new limp ostrich that looks like fringe.

The French couturiers have almost exhausted their resources, trying to banish the straight chemise frock from favour, and have drawn from every sort of historical costume and from every type of peasant's garb to find the arresting and irresistible new mode that will send the chemise frock to the background. But they have not succeeded yet! Womanhood absolutely refuses to give up the straight lines that are so becoming, and the comfortable sort of costume that can be put on with least possible fastenings. The chemise frock is as comfy as a nightgown or a negligee, and as easy to get into and out of. Very intriguing will have to be the new mode that will displace it from favour!

This season the straight, limp chemise dresses are dropped over rather snug-fitting underdresses which hold the figure in trimmer lines than have been the fashion for the past two years. The underfrock is sleeveless and has usually a waistband, though some of these slips are cut princess style. The outer frock has a paneled or slashed skirt which reveals the underskirt; or it may be in tunic length, with the underskirt showing beneath. Two frocks of the type are pictured: A black satin chemise model embroidered with gray silk in a Chinese willow pattern, and a navy tricotine frock with chemise tunic over a skirt that has the new cuff hem, turned up on the outer side and piped along the top. The satin frock hangs in loose lines over a trimly fitting satin underslip and the embroidered skirt panels are slashed to the waist to reveal this underslip. The skirt is embroidered on the front panel only, and the waist has elaborate embroidery on the back, but a plain front.

Few of the fall frocks have sleeves chopped off to show the elbow though here and there such a model appears. Most frocks sleeves are in three-quarter length and flow outward toward the edge, the width in some cases being exaggerated and the sleeve showing a deal of trimming. Drooping lace ruffles and cuffs are set on tight undersleeves, which are attached to the fitted underslip of the frock. This effect is shown in the costume of navy blue tricotine first referred to. The lace sleeve frill and the lace collar are attached to a fitted underslip, and also the vestee of fine handtucked handkerchief linen. The underslip has a

straight, narrow skirt with a cuff hem, but the chemise tunic is loose at the waistline and is drawn in under a sash that passes twice around the figure and has ends heavily weighted with bead fringe—a very graceful arrangement. Another straight loose frock of black brocade satin has a sash of gorgeous Oriental silk in flame color, with tassels to match. This frock has short sleeves; but it is intended for a very youthful wearer.

One of the new coat dresses for fall is pictured: a model in black serge as simply made as a summer gingham—all but the pockets! You could not miss those pockets which are a very elaborate detail. They are of pale gray cloth embroidered with black and white silk and are of peculiar shape—like an ace of spades. They make the simple little frock extremely individual and arresting. The long collar and panels, and the cuffs and vestee are of white broadcloth.

TO DRY WASHING GLOVES. After rinsing out the soap, fold the gloves in a cloth and roll up tightly to remove most of the moisture. Then shake them, put them on the hands, and carefully draw them off again; this is to keep the shape as near as possible.

Now pin them on the clothes line by the middle finger, using a safety pin which should be free from rust. Each glove to be attached to the rope separately. Hanging them in this way allows the moisture to drain down and out through the wrist end. Where this precaution is not taken, the water settles in the finger-tips, and the gloves dry discoloured, and that end is thickened.

HATS & CAPS FOR NEGLIGEE HOURS.

At first glance, the new breakfast caps seem to be natty little hats, quite formal enough for outdoor wear; but examining these dainty bits of headgear more closely you note a softness and lightness about them—a flimsy quality—that no bona fide hat ever has, no matter how soft and crushable it is.

There are picture shapes, roll brim shapes, mushroom shapes and even jaunty little English walking hat shapes and almost inevitable is the coquettish rose posed against a twist of ribbon.



The bonnet style is well liked because it covers the hair so well. Pink ribbon and cream lace combine in this cap and little roses add their dainty touch.

The softest silks are used to make these engaging breakfast hats and cording helps the soft fabric retain its hat shape. Wire frames or stiff buckram or crinoline have no place in negligee headgear. Crowns are ample in size—for after all the chief requirement of a breakfast hat is to cover an unfinished coiffure—and the soft, becoming hat fits well down over the head and frames the face with flattering effect.

The corded silk hat pictured is a typical model. Who would not be glad to wear this enchanting affair at breakfast? It is made of pale yellow chiffon taffeta and the rose is Nattier blue, posed against a careless looking bow of white picot edged ribbon. Of course, the breakfast cap or hat must be very soft and flexible, so that one may lean back against cushions or pillows; for hats like this are quite the proper thing for breakfast in bed. It seems odd, does it not?—the idea of breakfasting in bed with a hat completing one's nightgown and bed-jacket costume! But fashion has taken a notion to do it and there you are!

A cunning hat of pink silk is in English walking shape, with high corded crown and narrow brim curling up at both sides. The inevitable rose, matching the hat in shade, is set close to the brim at the centre front. Another pretty hat is of white taffeta with rows and rows of cording and a white gardenia with green leaves for trimming. These corded hats keep their shape well and they are so soft that they may be folded flat and tucked in the trunk tray without injury to their dainty style.

There are dashing black breakfast hats too—to go with filmy black negligees. This year black is so fashionable that, of course, it has invaded the realm of boudoir wear and summer negligees are apt to be of black chiffon or georgette, or of thin black Chinese silk with picot-edged ruffles. There are negligees also of black organdie and of black dotted swiss. All these summy-toned negligees, however, are very coquettish in style and are so

sheer and airy that they look as well as feel cool on a summer morning. Breakfast hats to match them are of black lace and net or of corded black organdie and the black breakfast hat is more apt to have a white rose than a coloured one.

To make a hat like the one pictured you use straight lengths of material—not circular pieces—and draw the straight strips into the required shape with cords that are run with fine hand stitches. A shirred and corded strip can be drawn up into almost any shape, and the more cords you put in, the better the shape will hold its lines. The hat pictured has three groups of cording on the crown; the upper edge of the silk strip being gathered tightly to form the centre of the crown. Sometimes a flat, covered button is put over this gathering at the top; and sometimes the top is corded and attached to a circular section of silk. A crown lining is usually put in, and this may be of thin Chinese silk in matching shade, or of georgette or net.

The new silk breakfast hat, however, has not ousted the lovely lace and ribbon cap from favour. There are plenty of these pretty affairs and they grow more elaborate and have indeed reached the class of bonnets. More work is put on them than was ever put on street bonnets when the latter were in fashion. The difference between the boudoir cap—made of a circular piece of silk drawn up at the edge by an elastic and finished with a frill that tumbles over the face—and an exclusive breakfast cap approved by fashion, is a difference of shape, workmanship, material and price. Some of the exclusive breakfast caps cost as much, and more than outdoor headgear. Real laces, hand embroidered nets and quantities of beautiful ribbon go into their making and the shape is very carefully considered. A bonnet of this type has lines and chic—something you cannot possibly say for a round, ruffled cap drawn up on an elastic.



Almost formal enough to wear to an afternoon affair is this breakfast cap of shirred taffeta: pale yellow with a white ribbon and deep blue rose.

A typical bonnet is pictured. Note the oval top of the crown, the line of the crown itself and the graduated lace brim which has just the right slope over the forehead without sagging down at the back. These dainty bonnets look so easy to make; just a handful of lace gathered and trimmed with a knot of ribbon! But try your hand at putting the wisps of fabric together and see how much trouble you have—unless you shape your cap on a carefully pre-arranged pattern. The cap pictured is of cream lace, with narrow pink ribbons covering the joining seams. Wider pink ribbon makes the graceful streamers and the little pink roses at either side of the back hold the turned-up lace brim flatly to the cap to give a good line. A lovely bonnet of this type has a crown of hand tucked cream net and a brim made of tiny frills of picot-edged pink satin ribbon. A pink rose is set at one side and loops and streamers of the narrow pink ribbon fall from the back.

ABOUT EIDERDOWNS.

It may sound rather incongruous to talk about winter bed covers with the thermometer at its present height. Nevertheless, this is just the time when wise housekeepers attend to matters of this kind. So soon as the weather gets even chilly, the quilts will be in demand again and unable to be spared.

If the eiderdown has been in use some time, it should be sent to a proper cleaner's to be thoroughly treated before attempting to re-cover it. This will ensure the feathers being really cleansed from the dust which always accumulates. There will then be no harm in fitting the new cover over the old one, and this is much easier than taking it to pieces.

The material for the cover should be cut and joined to form the required sized pieces to cover the two sides. These should be sewed together to form a big shape with an opening at the top, into which the original quilt is fitted. Its corners should be drawn down to the corners of the new covers and fixed in place with pins. Then, laying the quilt on the floor, follow out any stitching on the surface also with pins, and then with tacking threads. It will then be easy to go over the lines with the machine, thus giving the quilted appearance. The opening at the top should be very neatly seamed along, and the quilt will be ready for use.

An old quilt can be very much improved sometimes without entire recovering by applying a patch in the shape of a new centre or fresh stripes for the borders. These are best put on by hand, and the join can be concealed under a row or two of couching stitch. If carefully done, this looks almost like a piping of silk. A new border strip should be bound right over the edge so that it folds down on both sides. This is a good idea for introducing fresh colouring into a room, provided it is chosen to tone or contrast effectively with the old cover.

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TIENTSIN	Chioshing	Fri. 23rd Sept. at noon.
MANILA	Yuenzan	Fri. 23rd Sept. at 3 p.m.
BANGKOK	Chunsang	Sat. 24th Sept. at noon.
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CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return via Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoihow when inducement offers.

BORNED LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about Thursday, 22nd Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Szechuen	21st Sept. at d'light.
SWATOW & SINGAPORE	Kanchow	21st Sept. at 10 a.m.
AMOI & SHANGHAI	Sunning	22nd Sept. at 8 a.m.
SHANGHAI	Shanlung	22nd Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Chenan	24th Sept. at 4 p.m.
WWEI, CHEFOO & TSIN	Kueichow	24th Sept. at 4 p.m.
HOIHOW & BANGKOK	Changchow	27th Sept. at 8 a.m.
SWATOW & BANGKOK	Chengtu	27th Sept. at 10 a.m.
SHANGHAI	Sinkiang	27th Sept. at noon.
SHANGHAI	Soochow	29th Sept. at noon.
H'HOW, PHOI & H'PHONG	Kailong	30th Sept. at 9 a.m.
SHANGHAI & TSINGTAO	Yingchow	1st Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong Sept. 21, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maiching	A. H. Stewart	FRI. 23rd Sept. at 2 p.m.
Hailong	W. Couper	MON. 26th Sept. at 4 p.m.
Hailong	W. C. Pasmore	FRI. 30th Sept. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar, and Balikpapan.

S.S. "Cheribon Maru" Sailing on or about 26th Sept.

FOR JAPAN.

Ports of call:—Mojji, Kobe, Osaka and Yokohama.

S.S. "Samarang Maru" Sailing on or about 4th Oct.

For further particulars please apply to:—

K. SUZUKI,

No 5, Queen's Road Central.

Manager.

SHIPPING NEWS

NEW KIANGNAN DRY DOCK.

An additional new dry dock is shortly to be built for the Kiangan Dock and Engineering Works, on the east side of the present one. The land on which the Naval Munitions Stores now stand, it is understood, is being bought by the Dock Co. as a site.

The Upper River steamer which is under construction at the New Engineering and Shipbuilding Works for the American West China S.S. Company will be launched in the near future. The vessel will, it is understood, be named Mieren.

NEW U.S. SUPER-DREADNOUGHT.

The super-dreadnought Washington has been launched at Camden, New Jersey. She has clipper bows, carries eight 16-in. guns and a crew of 1,411, and is electrically driven with a speed of 21 knots. Her displacement is 33,590 tons.

COMPENSATION FOR RELATIVES

OF C.M.S.N. CO'S OFFICERS.

After a period of more than three years, during which time repeated representations have been made by the British Legation authorities at Peking and by the Consular authorities at Shanghai for payment of compensation by the China Merchants S.N. Co. in respect of the deaths of Captain C. B. Conley and Mr. D. Alexander, master and second engineer, respectively, of the s. Kiangkwan, the China Coast Officers' Guild has been handed a cheque for Mex. \$11,109.32 for transmission to the widow of Captain Conley, and it is understood that a cheque for Mex. \$4,024.68 has also been handed to those acting on behalf of the sister of Mr. Alexander. It will be remembered that the Kiangkwan was sunk at Hankow on April 23, 1918, as the result of a collision with the Chinese gunboat Chutai, Captain Conley and Mr. Alexander losing their lives in the disaster.

CALCUTTA CONFERENCE.

The delegates of the shipping companies affiliating with the Calcutta Conference met at the Kobe Branch of the Nippon Yusen Kaisha last month and decided to decrease freight rates by 15 per cent. Drydocks were lowered from Y30 to Y25 and matches from Y22 to Y19 with a 10 per cent. rebate. The Osaka Shosen Kaisha, which is prepared for war on the Calcutta line, unless it is admitted to the Conference, is ready to accept shipments at 30 per cent. less than these reduced rates, and is now busily canvassing for freight. In the case of matches it is said to have offered a certain consignor freight space at Y10. It is stated, however, that in view of the relations existing between shippers and the allied companies in respect of deferred rebates, none of the consignors dare to accept the O.S.K. rates, attractive as they are. The lowering of the Conference rates indicates a certain amount of nervousness, however.

SHIPBUILDING IN JAPAN.

Japan's shipbuilding trade today is but the shadow of its former self, says the Japan Chronicle. Especially since the current year have new orders diminished while even previous agreements have been cancelled. The dockyards, which totalled six in 1913, increased to fifty-seven during the war, but have now decreased to twenty-six. There were a hundred and fifty-seven ships building during the war, but the total now comes to only eighty-seven. A similar tendency is visible in the number of workers. At one time there were as many as a hundred thousand workers, while at present forty-two thousand are still surviving. With the future retrenchment of yards, further dismissals of employees will be inevitable. Since this year, the Uchida and Toba Shipbuilding Yards have closed their doors. Even well-established yards for want of shipbuilding orders have been constructing bridges, and shipbuilding would be at a discount altogether but for Japan's naval expansion. It is remarkable, however, that new tonnage keeps up pretty well, owing to the few ships built being of large size. During the days of the economic boom, the majority of the ships under construction were freighters, because shipowners were very solicitous of obtaining bottoms to carry cargoes. Over ten of the ships now under construction, however, are either genuine passenger ships or passenger and cargo ships. Launchings of over 100 tons during the first half of this year stood at 20 vessels aggregating 144,200 tons, compared with 60 vessels of 283,755 tons in the corresponding period of last year.

